



Founded 2009

The Crankhandle

March 2024

Issue 85

NEWSLETTER OF THE HEREFORD AUSTIN SEVEN CLUB



Was it built as an Austin 7 garage?? See page 5

Chairman's View.

Well, Spring has sprung, and we are already in the month when the clocks go forward. Even though it has not been a cold winter, the motor house has always been colder than the outside ambient temperature. This has not been so inviting to carry out a few extras on the cars but all the essential maintenance has been completed in time for the warmer weather runs out. Mind you, both the 'Buggy' and the Cambridge have been used at least once a month since our last Club run in October last year. I have used both, as long as there has not been salt on the roads.



February lunch time meet at the Skirrid Mountain Inn, Llanvihangel, Crucorney

For Kip Waistell's first mid-month lunchtime meet, I chose to use the Cambridge as rain was forecast. I wondered on our journey to the Skirrid Inn at Llanvihangel Crucorney, if I had made a mistake with the weather, as our outward journey was under a cloudless sky! The views from the tops towards the Skirrid mountain and beyond, before dropping down to our destination, were stunning. However, after a very congenial lunch and a look around the village church afterwards, the ride home was mainly wet, and we were pleased to have been in the Cambridge.

I would like to share with you a rather remarkable, almost impossible, piece of news that has come my way. One of our members has achieved something quite outstanding by **falling victim to excess speed. Yes, this was in his Austin Seven!** How this has not made headline news across the 'nationals' I shall never know. He has successfully completed a speed-awareness course, and can only look forward now to a parachute braking system, to slow him down a bit.

In June this year, at least five cars from the Hereford A7C will be making their way over to Essex and Suffolk for the fourth TOTIE week at the invitation of the Essex A7C. Centred around the 3* Essex Golf and Country Club, it will consist of five days of leisurely tours of about 80 miles each day to take in the surprisingly beautiful countryside of Essex and Suffolk. There will be a welcome dinner on the first evening, a mid week BBQ and a farewell dinner on the last evening. If you would like more details with costs, you should contact Peter Lawson 01245-361857 or pm@marionandpeter.plus.com . You will be in good company and assured of a first class week.

Whatever you do, I hope that you enjoy your Seven's both in the workshop, and on the road when out and about.

Happy Sevenning, Michael.

Secretary's Corner

A very good turn-out of twenty-nine people attended the February AGM where, in the absence of any challengers for Committee positions, the current incumbents were returned to duty 'en bloc'. The only change was that Ron stepped-down from his role as a Committee Member without portfolio – citing his intention to embark on an extensive programme of travel to dubious foreign holiday destinations.

I'm delighted to report that Tim Bradley was elected winner of the 2023 'Richard Youard Award' by the Committee. Tim made a huge contribution to the Club during the year, including: a highly entertaining talk on building his A7 Special, rescuing several members whose Austins had misbehaved and helped us to source a projector and screen. Unfortunately, Tim was unable to attend the AGM (preferring a dental visit we understand) but was subsequently presented with his award in person by our Michael, our Chairman.



Trophy kindly provided by Derek Choppen, with engraving by Karen, proprietor of J.B.Gaynans Jewellers, Ledbury.

At last, daylight hours and workshop temperatures both seem to be increasing and the clocks change at the end of the month. Endless rainfall since before Christmas is about to be replaced by UV warnings, drought conditions and hose-pipe bans. Excellent!

Two items of news from the workshop

- I recently enjoyed making a brass header tank for the current A7 Special. The flanged end plates were gradually formed over a hard wood block with six or seven iterations of heating/softening and bending. The filler and swaged pipe fittings are commercially available and reasonably priced. The whole thing then fluxed and soft-soldered together and tested for watertightness
- I was very surprised when dismantling a three bearing A7 engine to discover the crankcase was made of cast iron. It seems these crankcases were employed in generator sets, marine engines and military vehicles. Please get in touch if you fancy building a bombproof but rather heavy engine



New Header Tank

Happy motoring Bob Garrett

DRIVE IT DAY Sunday April 21

Brian Bedford and Pat Caine are organising a 48 mile run, starting from Newton Court Café, Marlbrook, near Leominster at 10.15. The café is opening for us at 9am, if you want a full breakfast let Brian know. It is called the Butcher's run, as it follows the route Brian used to take when delivering meat to households from Weobley. We will end at the Crown at Dilwyn for Sunday lunch 1.30 for 2pm. Bring a £1 coin to get through the toll bridge at Whitney on Wye, and you will need enough petrol, as there are no garages *en-route*. There may be a coffee stop either at the toll bridge, or at the Boat Inn at Whitney. Contact Brian if you want to come s.bedford45@btinternet.com or 07974 069430. Rally plaque from Jules James (purchase price mostly goes to charity: which this year is Childline).

1925 Austin 7 Engine Build - Project 2024

Tim Bradley's project for 2024 is the rebuild of a 1925 Magneto engine acquired from Bob Garrett over the Christmas break.

So a dilemma to start with, either to build the engine back as a standard engine, or alternatively to attempt to build a supercharged engine, boosting performance to a possible 55 bhp. Obviously the costs and complexity are very different, together with the time and specialist help required.

I am currently focusing on acquiring all the components I need to be able to construct a standard engine.

Most importantly I have now acquired, from Kip Waistell, a magneto coil conversion unit, which indeed works and creates an excellent spark on bench test. This was obviously a critical component to acquire. Given that no engine will run without a spark to ignite the fuel/air mixture.

The rest is just mechanical parts that obviously need to be serviceable. Crank, pistons, con rods, exhaust and inlet manifolds, dynamo/fan assembly, starter motor and carburettor joined together with nuts and bolts, sounds easy, but every part must be meticulously cleaned, proven and made serviceable.

The progress to date has focused on major cleaning and degreasing, removing years' worth of Verdigris.

After initial inspection, the wear in the cylinder bores, valve guides and valves will have to be dealt with by external services. After that most of the balance of the build is just down to myself, and the amount of time I can make available.

Minor repairs of two stud holes have now been completed and a shopping list of small parts is underway.

Watch this space as I progress. Hopefully I will end up with either a standard or supercharged engine!





January Club night saw HA7C member Mike Smith give a whirlwind tour of his restoration of Greens Farm Newdigate, near Horsham, West Sussex, which was formally part of the Broadwood estate owned by the owners of the Broadwood piano company. It is the 4th oldest occupied house in the UK, dating from 1285:

<https://historicengland.org.uk/listing/the-list/list-entry/1191632> . When built, it was 60 years before the Black Death, after which few houses were built, partly because there was a dearth of labour, and partly because there were so many empty houses.

At the time of the restoration Mike gained a lot of information from the Weald and Downland Museum in Chichester, <https://www.wealddown.co.uk/> , in particular Richard Harris. This barn, that Mike restored, is now used for weddings.

Tools:

These timber-framed buildings were constructed by travelling carpenters, who carried their tools on their back, thus limiting how many they had on site. Amongst these tools, was a 7lb felling axe, a side axe for bevelling, an 8-foot saw, dividers, a plumb line and a setsquare. The latter was formed from the 3,4,5 triangle of Pythagoras. Also used was a mallet, brace and bit, and a chisel, (1½" wide), being the width of the mortice. Spirit levels had not been invented, so a horizontal was found by using a setsquare from a vertical line, the latter being found by using a plumb line. Straight lines were produced by a taught string, and then chalked on.

Wood:

The wood used was Oak, which is now described as a weed wood in the UK, as most of the trees are of little commercial value, as they are too small and low for modern processing methods, and would not pass modern grading. However, they were suitable for medieval carpenters, who only had hand tools, and the trees were also grown taller, being grown adjacent to chestnut, with which it competed to get sunlight, and so grew straight instead of how it now branches out, with only a short trunk.

Other English woods have problems: elm is tough and difficult to work with, although good if constantly wet, such as in a millwheel, but does not function well when it varies from wet to dry environment, such as in a building. Beech is prone to rot, chestnut twists when it dries, and ash is prone to splitting.

It takes 80 years for an oak to grow to a useful height, which means it cannot be grown commercially in the UK because it will be subject to death duties before it is ready to harvest. This is not the situation in France, and so wood is imported from there.

Oak is not affected by woodworm, because it has a lower nitrogen content than other wood (< 16%).

Also, the cellular structure of oak is sausage shaped, and expands width-wise, rather than lengthwise, which means it is relatively weatherproof on its sides, only being susceptible at the ends. Thus the joints are a weak point, where rain water can get in to the ends, and cause rot. To protect the joints, they need to be made as tight as possible. This

was done by scribing the tenon side to match the contour of the socket side. The joint is held together with a peg driven through holes in the tenon and the mortice. The hole in the tenon is 1/8" closer to the joint than the hole on the mortice side. As the tapered peg was driven in to the hole, it draws the joint together. To protect the upright beams, the foot end was placed on flat stones, rather than directly on the earth.

When to fell the wood?

The wood was felled in autumn, after the leaves had come off, and the sap had gone back down to the roots, meaning the wood would be lighter. It would be made into the frame of bays over the winter months, and each bay would have carpenter's marks scribed into the joints, so as to aid assembly in the Spring.

Re-use of Ships Timbers?

The idea that the carpenter's marks reflect the previous use of the timber in a ship is a myth. Why would a carpenter travel many miles to get second-hand salt-laden timber, to then have to transport it back to the building site, when there were suitable trees adjacent to him? Additionally, green oak is much easier to work on than old. Carpenter's marks are a means of identifying the position of the beam in a frame, and nothing to do with ship's timbers. The rumour came about when new unused timber from a ship yard was sold off, and were referred to as ship's timbers, meaning of good quality. There is no record of old ships being broken up and the timber used to build a house

Working the wood

To produce a major upright, a beam would be turned so that it was upside down, with



what had been the upper part of the tree making the base. This gives the thickest part of the upright at the top, and this part also has the mixed grain, suitable for making multiple teasel tenon joints, with horizontal beams coming in from both sides.



When cutting the wood, it would be held by cast iron 'dogs', (see photo of it being held to cut square with an axe)

The trunk was sawn into shape with an 8-foot long double-handed saw. The trunk was laid horizontal, lying over a pit in the ground (saw pit). One man would be in the pit, doing all the hard work of pulling the saw, and getting a face full of sawdust, whilst the man on top just lifts the saw, and steers it to cut straight. Thus the expression top dog.

In fact my Welsh friend from the valleys tells me the origin of his surname 'Pitman' is from these saw pits, rather than from the coal

mine pits.



A beam with a twist in it was satisfactory, as long as each end was in line. The beams were fashioned by going with the grain, which left them weatherproof, unlike modern timber framed buildings in which the beams are sawn into straights, but often crossing the grain.

Chimneys

Bricks were used sparingly, such as in the chimney, as they needed a lot of coal to fire them. If a brick was not sufficiently heated, then it was 'half-baked', and only suitable for inside use.

Black and White houses?

Timbers were traditionally left silver, or whitewashed, so were not traditionally black. Bitumen only started to be used in Victorian times, when it was a byproduct of town gas. It did not actually provide weather resistance, as damp would get between the bitumen and the wood, making the situation worse. Sandblasting bitumen off unfortunately can remove the carpenter's marks, and damage the outer surface.

The history of Antifreeze by Eddie Loader

The development of ethylene glycol in the mid 1800s is credited to French chemist Charles- Adolphe Wurtz.

He was looking for a way of making the explosive nitroglycerin safer, as it was very unstable.

He discovered ethylene glycol, which when mixed with nitroglycerin, converted it from a liquid to a much more stable semi-solid. This mixture is commonly called dynamite.

Wurtz was well aware of the other main thermal properties of Ethylene Glycol ie: it had a high boiling point, a low freezing point, stability over a wide range of temperatures, and a high specific heat with good thermal conductivity when mixed in the correct proportions with water. However, at this time there was very little market demand for these qualities. It wasn't until the early 1920s that the automobile industry began to look for an antifreeze, and started to use it. However, it was very expensive, so it was common practice for most motorists to drain their radiators overnight in frosty weather conditions.

Following WW2, Ethylene Glycol, became much more affordable due to improved production methods. The early product had some adverse effects, being slightly corrosive to ferrous metals, and also having the capability to search out minute leaks. Further research and development in the 1960s produced an Ethylene Glycol Antifreeze with built-in anti- corrosive properties, and the problem with leak-seeking was controlled, whilst automatically raising the working temperature, which was beneficial as engine cooling systems were now pressurised.

So finally, what quantity of antifreeze is recommended for our Austin 7s, which have a water capacity of 8-9 pints of water, depending on the model? The answer is: 3 pints of Antifreeze which will give Frost protection down to -18°C, and increase the boiling point to 104°C.

Remember also, that because antifreeze has a higher specific heat, the pure water in the car's cooling system will evaporate first, so when you top up your cars cooling system, it should not dilute the antifreeze mixture.

If the mixture exceeds 50% of Ethylene Glycol, the coolant's ability to absorb and transfer heat is seriously impaired. Even worse, it will cause hot spots close to the cylinder walls, which in turn will cause the pistons to seize in the bore

Always leave the Antifreeze mixture in the cars cooling system all year around to maintain maximum protection against corrosion.

Please remember Ethylene glycol is highly toxic, particularly to animals who seem to be attracted to the smell.

Only use blue antifreeze in Austin 7 engines, pink antifreeze is intended for later automobile engines that are largely constructed from aluminium alloy .

P S, 1960 was the year I first used Antifreeze, I purchased the product from Boots the chemist, the price was expensive, 2 pints cost more than a gallon of petrol!

This antifreeze contained Fluorescent dye which made any leaks luminous, so you can imagine the results after I added this type of Antifreeze to my car's cooling system and later checked it for leaks in the dark, I opened the bonnet and what a sight, it looked like Blackpool Illuminations with all the leaks glowing in the dark!

GREY MAG

VOLUNTEERS NEEDED

Austin 7 Clubs Association needs volunteers with experience in:

- scanning,
- archiving
- indexing

to join a working party for the purpose of creating a **searchable electronic version of the Association Magazine back issues**. This will be a fantastic resource which will be made available to everyone, and is without doubt one of the most important projects the Association is currently undertaking.

The first task of the group is to discuss, elicit opinions, formulate requirements and obtain quotations for scanning the Magazines which they will then put forward to the main committee with a proposal for execution. The aim is for the group to consist of editor, archivist and up to 5 club representatives.

To date there has been no response from clubs so the working group currently consists of Howard Wright (Editor), Gordon England (Archivist) and David Cochrane (Chair) and David Charles (Special Register).

Club representation is a vital ingredient to the success and ownership of this initiative

Anyone interested contact Howard Wright editor@a7ca.org or phone: 01597 829456



Austin Seven – Torque Tube drive flange Oil Seal – Bob Garrett



Original bearing retainer

The drive flange at the front of the torque tube normally relies on a close-fit, reverse scroll groove to prevent oil escaping, and this arrangement often works perfectly well. However, if the groove is badly worn, or the chassis is lowered with flat rear springs (perhaps in a Special), or the car is habitually parked on a steep forward down-slope, then back-axle oil is likely to escape.

This article describes how a modern spring-lip oil seal can be fitted, to prevent oil escaping past the drive flange of a 1933 to 1939 axle.

The original bearing retainer shown on the left has just sufficient material at its threaded end to accommodate a 45 mm OD single lip metric shaft seal with garter spring.

The internal diameter of the seal needs to match the 33.3 mm outside diameter of the drive flange boss, and the seal depth chosen was the smallest available. The dimensions finally selected were 45 mm OD, 33 mm ID by 7mm and Nitrile seals of this size are readily available at less than £2 each. However, my preference was for a longer lasting Viton seal, which unfortunately, was nearly six times more expensive. Incidentally, Viton seals are usually distinguishable by being dark red, rather than the more common black of the Nitrile variety.



Viton Oil Seal

An alloy mandrel was mounted centrally in the four-jaw chuck and carefully machined to a very shallow taper that allowed the bearing retainer to be 'wrung' firmly into position by hand. This method is fine, so long as only light cuts are applied.

The photo on the left shows the bearing retainer after machining a 45 mm diameter recess to give a firm push fit for the seal. The recess was cut to a depth of 10.5 mm, just about as much as the material of the threaded boss would allow.

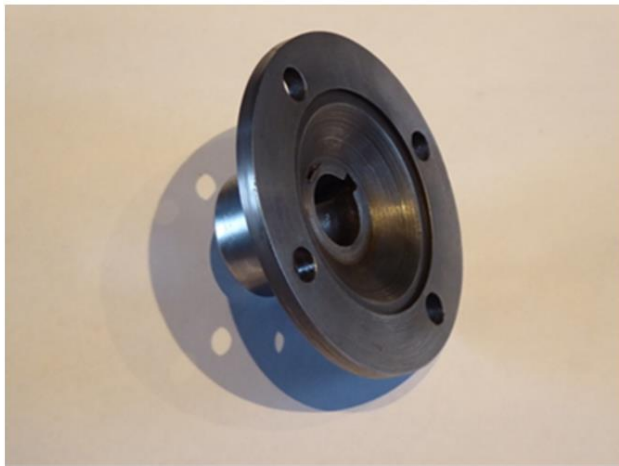
The face was then machined back 2.5 mm, and finally, a 3.4 mm brass backing ring 49 mm OD x 42.3 mm ID with a 2 mm x 45 mm lip. This ring holds the seal in position, and transmits the retaining load through to the bearing.



Machined Retainer & New Back Ring



The above dimensions cause the new lip seal to sit comfortably, a short but satisfactory distance from the back of the drive flange boss, as seen in final photo.



Showing seal position on flange boss

For the seal to be effective, the land (i.e. outer surface) of the drive flange boss needs to have a smooth polished outer surface, and this can happily be achieved by hand with fine wet & dry paper.

Drive Flange, trued-up & polished



However, some years ago, I cut-off the front of a scrap camshaft to use the taper to clean-up cam shaft pulleys in the lathe, and this taper is the same as the torque tube drive flange. Set accurately in a four jaw chuck, this mandrel (see photo left) enables the drive flange to be polished with ease. The flange can also be trued-up if required. The torque tube on the A7 Special I am building lies particularly flat and the bronze retainer scroll was badly worn. So, I am hopeful this drive flange seal modification will prevent any oil escaping.

Old camshaft mandrel



seal and backing ring assembled

VSCC Marshalling



Frank and Juls joined Ray and Barbara for the Saturday Marshalling at Much Marcle. It was quite a long day, and we were stationed on a muddy slope with 7 marker posts, having to judge how far each car got up the hill before coming to a halt. In fact, only 10% of entrants managed the whole of this section. One Chummy successfully managed the section, only to turn onto its side at the next corner (travelling at only 5mph). The contestants had 14 hills over 2 days.

A7s were in the majority, but probably the next most popular (at 25% of the entries) were Ford Model A (the car that followed the Model T).

The unmodified Model As didn't do well, but the specials were fantastic. They have a 3.3L engine, but power did not seem to be the issue, rather the ability to maintain traction.

Frank's conclusion was that my Chummy would not survive the trauma of a hill climb, and you would need to be able to virtually rebuild your car after each trial!

That evening Frank and Sue went to the supper in Much Marcle village hall (£18/head, byob), and chatted to the contestants, who are an interesting lot, just like the members of the HA7C !



Annie and Mina Peake trialling furiously courtesy David Southcott

Lunchtime Meet

Kip Waistell reports that a convivial lunch was held at the Black Swan Much Dewchurch on Thursday 14th March, with 14 members and 4 Austins in attendance. A delightful medieval pub, with good food and excellent service. Next lunch will be at noon on Thursday 11th April, at the Royal Oak, Much Marcle (where the VSCC holds its New Year Day meeting). Please contact the pub direct to reserve your place (01531 660300), but do mention you are with the Austin Seven Group, as I will try to get us in the private dining room so that we can all be together. Please also notify Kip of your intended attendance.

kipcarwaistell@hotmail.com



VSCC 90th Anniversary Gala Day Saturday 10 August 90th Anniversary Concours

1934-2024

Car Clubs are invited to gather and exhibit and enjoy the 90th Anniversary Gala Day at Stratford racecourse and enter the 90th Anniversary Concours.

Your Club will choose their Concours Winner from their members and that car will be nominated to compete in the afternoon main Concours competing for 'Best in Show' and Reserve Champion.

Open to any era or type of car

To register your Club's interest please email 90th@vsccl.co.uk by 21st June 2024.

Discounted tickets will be available to members of registered car clubs.

1934
2024
YEARS



Invitation to the VSCC 90th Anniversary Gala Day - 10 August 2024

tania.brown@vsccl.co.uk writes:

I am delighted to extend your Club an invitation to the Vintage Sports-Car Club's 90th Anniversary Gala Day, set to be held on Saturday, 10 August 2024, at the Stratford upon Avon Racecourse.

Would the HA7C like to attend??

Roly Alcock's TR3A

It has been nearly a year since I took on the TR3A. I haven't used it as much as I would have liked as the dogs says it is too noisy for them! So the Austin Seven gets most of the mileage. I have covered about 1000 miles in the TR so it could be worse.



Recently I was investigating very poor starting when cold and horrible performance with big flat spots when accelerating. Previously it was always on the button. Manually priming the fuel pump and cleaning out the carbs made no difference. It just would not fire at all, then a few splutters then finally firing on all four cylinders evenly. I believed it to be a fuelling issue of some sort. Especially as injecting fresh petrol into the carbs made it more enthusiastic to fire.

That turned out in the end, to be a tank of terrible petrol. It was like night and day the difference after new fuel was out in the tank.

I was demonstrating the poor starting to a friend and the ruddy thing wouldn't catch at all. Then I noticed a large puddle on the floor. While I was cranking there was sufficient pressure created in the cooling system

to shove about half a gallon out the overflow. I removed the radiator cap and cranked some more to find that coolant was enthusiastically coming up the radiator spout. This is not with the engine running, just turning over on the starter motor.

However... The loss of coolant stopped. I topped up the radiator (about a gallon) and the fault did not reappear. I took the car for a run around the block and it nearly ran normally apart from the rubbish petrol.

The next day, engine was reluctant to start. This morning I tried again but used a syringe first to prime the carbs and engine started on the button.

Further investigation showed the oil level had risen and the oil instead of being clean was now black.

I bit the bullet and had the head off and indeed on the head gasket around no 4 piston there was a load of tell-tale marks.

Anyhow from the photos you can see leakage issues around no 4 cylinder. I did notice the head nuts in that area were nowhere near 100 lb ft for tightness.





The exhaust manifold is stuck on one stud so further head scratching needed. The stud was soaked with PB Blaster. All to no avail so I left it on and let the machine shop remove it when I took the head in for skimming. The machine shop told me that the head was badly warped.

I see that in the 1966 ICME manual the time for remove and replace cylinder head is 3 hours. Took me 4 to get it off! And days to put it back on as the cold weather was not conducive to long periods in the garage.

I could see with a straight edge that the head needed skimming so I had a local engineering works do that for me, they said the head was quite badly warped. The valves and seat surfaces were in such good condition that I didn't need to lap them in. The cylinders showed no sign of wear at all. It's all

back together now and running very well.

However I thought I had detected some clutch slippage previously and now that the engine is running smoothly it really is apparent if one is not paying attention. I took a look underneath and there was no free play on the push rod at the slave cylinder, I addressed that and gave it some clearance and took it for a test drive. I was not convinced that all was well. This morning I crawled underneath and again there is no free play. I have reasonable hopes that it's a problem with the hydraulics.

I broke a Rob Davies' TR3A a couple of months ago. We decided to have a try in each other's cars for a comparison. When I drove his car I thought the clutch action felt strange, as though there was air in the system. The pedal pumped up and then it was rock solid and wouldn't release the clutch. So that was trailered home and still sits in the garage waiting to be fixed. Although the pedal wouldn't move, I could lever the clutch release arm a bit so I am confident that's a hydraulic issue as well.



Webmaster.

I continue to regularly update the Events page (<https://www.ha7c.co.uk/events.html>) as and when I receive new information from Pat. I also publish monthly by email a pdf version of the events list to the membership.

Any input from the membership for the website will be gladly received. Particularly if you want to say something interesting about your car, with photos of course.

I have been preparing for the jaunt to Bodelwynddan. I think the RN is in good enough shape for the trip. I have a dynamo away for repair at present and hope to have it back in serviceable condition for the run. Otherwise I continue with the very worn dynamo which I have adjusted back to a measly 2 amps of charge to eke its life out.

Other than that I seem to have been giving some technical help a German who has a 1934 Singer Le Mans with rear axle woes. Some of you may remember I had this very model. Plus I also had rear axle woes which I documented on my website, which is how this chap contacted me. When I sold the car I kept the rare out of print books, so was able to refer to those to give help.



Exmoor Hill Trial by our VSCC Trials Correspondent, A Peake

24th February 2024

It's difficult to find enough marshals for vintage car events. On the Exmoor trial there were over 100 cars attempting 12 hills, spread out across private land. A trial can only run with sufficient, cheerful marshals. Each section needs rather a lot of them, usually at least 7, ensuring that cars drive safely up a marked track, one at a time, helping drivers reverse when they fail to make it to the top, and noting their scores.



The best marshals smile and encourage, particularly when there are so many children who want to trial. It's unpaid voluntary work, (albeit with a drinks/food coupon thrown in), you make your own way to the hill, and you stay there all day in the cold and wet: not appealing on the face of it. Actually, it's hugely

rewarding: you see how drivers handle their cars, what not to do, help cars off the section when they stop before the top, and you meet some fascinating people. And of course, get extremely muddy.

The Exmoor trial this weekend was gruelling in terms of the weather (strong sleet and -1°C at 0830), with heavy flooding. I was therefore quite happy not competing, with my comforting high viz jacket, setting out for Hill no. 2, Broford Clump, under the leadership of Glenn Buskin and Tim Milvain. We were in the trees too, which helped temperature wise. The clerk of the Course, Duncan Pittaway, thought a stop/restart at Marker 20 would be an amusing and tricky highlight.

As it turned out, **the stop/restart** remained pristine. (See photo of under employed flag dropper, free to spend the rest of the day in his chair snoozing or catching up with Strictly Come Dancing.)

Very few cars managed beyond Marker 7 (out of 25) before they **slid back down the hill, and unlucky for some, into the tree.**



The rest of us weren't bored at all, just active in a different way, pushing and pulling cars and advising drivers on how to reverse out of a section. The tractor with a tow rope was busy elsewhere, towing an Alvis out of the river, where it had slid while reversing. That hill had to be closed: tractor away for some time. We had to make do with 2 Range Rovers, neither of which were any good. The first vehicle slipped and slithered, failing to pull a competitor out from above, and while some were suggesting that another Range Rover could pull them both out, even I could see disaster ahead. So I learnt that pulling a car sideways, away from the tree, was the way to go. We used this little trick many times during the afternoon, and not one car was damaged, not even the mighty Bentley, which took 20 minutes to release, with lots of pushers. It happened that **Richard Hammond had a film crew** with him, filming his daughter, plus another 14 year old, Scarlet Blakeney Edwards, both on their first trials. You should know that they were in Austin 7s, specially selected for their lightness and reliability, of course! Scarlet was hugely excited. There was even a wealthy American racing driver over from Connecticut for his first trial, and he was also offered an Austin (Ulster). The TV crew did hover around our section for a bit, filming Scarlet, and even my hand on the scorecard filling in her 7 points, but they quickly moved on to richer pickings.



Marshals need to check how many no shows there are, otherwise you wait all day for cars that have retired, broken down, or just didn't want to attempt your hill. We accounted for all but 3 cars at 3.30, and the hill closed at 4pm. A quick pulling up of markers and we were off **back to the pub at Exford**, drinks coupons in hand. It was a great day.



Letters to the Editor

Christian Montez writes: I have been sourcing parts over the last few months so will start to assemble what I have. Although I am missing a few bits for my 1929 build, I might put an ad in The Crank handle or even write another article if you would like at the start of my journey. Below is my collection of parts thus far, I think I am short half a prop shaft, a carb and an ignition system.



New member Nick Winter writes

Although I bought the car nearly four years ago, (where has that gone?!) I haven't used it very much, and not just because of Covid.

I have fitted the water manifold repair kit from David Cochrane from Rugby,

Replaced some light bulbs with LED and not yet fitted new indicator lights, and just had the radiator re-cored by Coolex in Nottingham.

Really want to use the car a bit, but many other projects also take up time...

AUSTIN SEVEN INSURANCE THROUGH RH

There was a recent meeting with Emma Airey of the Austin 7 Clubs Association (A7CA) and Peter Barrett (RH's general Manager). RH is now part of the Howden Group. The following question and answer session was held.

Q: Do we still get any driver over 25 years old automatically on our policy?

A: Now any driver over 30 years old, only when asked by the policy holder.

Q: Policy holders are being asked to list modifications (almost all A7's have been modified due to their age).

A: Modifications should have been previously noted with RH and newly trained staff are just doing this correctly. The A7CA believes this should only apply to a 'special' but are following it up.

Q: Can we add young drivers on policies?

A: This is taken case by case due to the nature of the young driver, but in principle a 17 year old can be added to a policy to be accompanied by the main policy holder, but the young driver will need a clean licence, be part of the household and be approved by the underwriters. Once they turn 21 they will be considered to drive unaccompanied.

Q: How much cheaper would insurance be without the European element?

A: The European element makes very little difference.

Q: Do we always get free return of salvage?

A: In most but not all cases. It may not be possible after a fire or a flood where raw sewage got into the car.

Q: What is permitted for an Agreed Value?

A: Up to £20k can be agreed without an independent valuation. Provide six photos to RH of the car and then they will look at it and agree if they consider the valuation was correct.

Q: Can you insure a vehicle for more than you paid for it?

A: For the first six months it can only be insured to the amount paid unless an independent valuation is carried out. If the vehicle has some improvements then the value can be increased, agreed on a case by case basis. As a club we should get a 10% discount on our insurance. If this is not pointed out, you should request it. RH pointed out that we have spare parts cover up to the value of the insured vehicle provided they are kept in a separate place

By kind permission of the Austin 7 Clubs Association (A7CA)

For Sale

Gilbert Davies has 2 cars for sale: Tel 07968 004 560 or 01981 550624. steameagle@hotmail.com

Ruby Mk 2 with many spares. £4,500, to go as one lot



MGB rubber bumper roadster (N registration) £4,000



The MG has a detachable hard top to go with it, and a double duck hood fitted

Austin 7 – 1934 EB 65 Sports Tourer.



In very good, sound, overall condition, with hood, side screens, 2-part cockpit cover, but non-original engine.

Work to electrics, brakes, wheel bearings and fitting finned, larger capacity alloy sump and oil pump. Gearbox and timing checked and adjusted, all work done by Rawson and Rawson Motorsport. Recent new battery.

I have not used the car recently due to knee operation and permanent ankle injury. Very sadly having to give up OY as she is an excellent, largely original car, which could be made more exciting with further engine enhancement to increase performance.

Offers in the region of £13 500 to

Neil Higson North Shropshire 01691 828999 Neil.higson@greenartuk.net

Vacuum pump

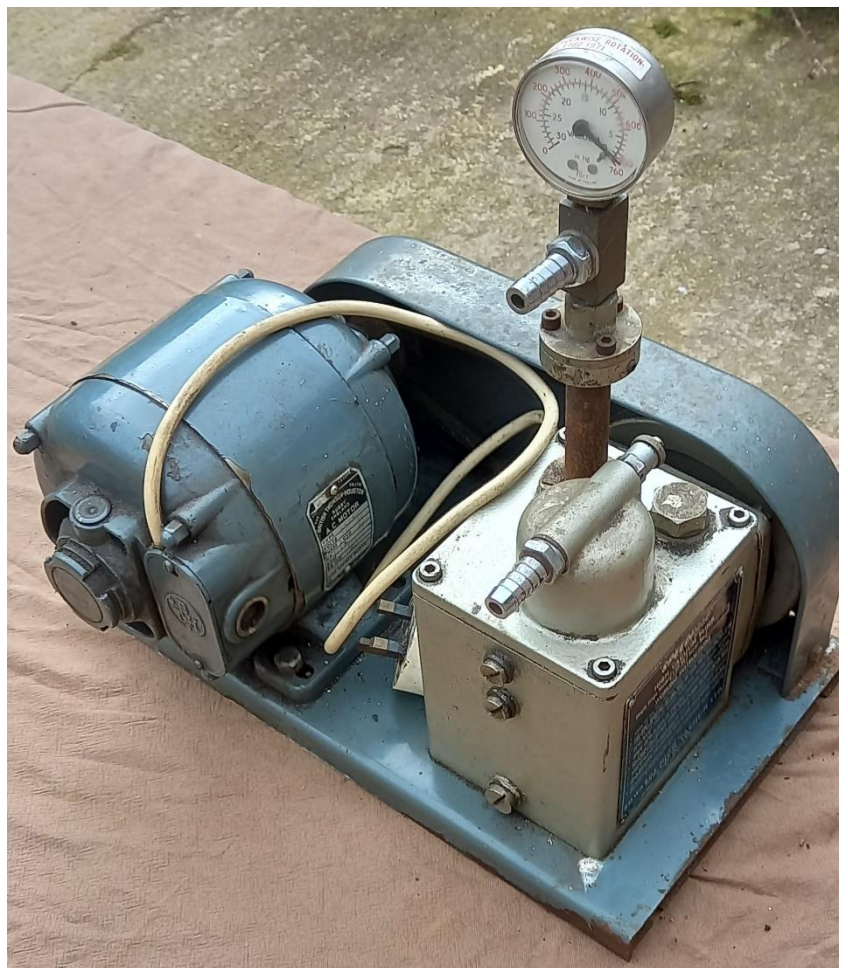
Made by 'Speedivac', this is a high quality professional vacuum pump, purchased from a redundant Doctor's surgery. It consists of a ¼ hp single phase electric motor driving a piston type vacuum pump via a Vee belt, it is in excellent working condition.

This pump has been used by myself to test repaired vacuum operating windscreen wiper motors, also by reversing hose connections the unit will produce low pressure, ideal for cleaning carburettor jets etc.

Price : £20-00.

Please note this unit is very heavy ! Possible delivery local to Hereford.

Eddie Loader: 07817361921



Club Regalia

Available at most monthly meetings from the Treasurer

Windscreen Stickers £ 2.00



Sew on Embroidered badge £5.00 (Previously £10)



Radiator badge

£20



Austin Seven Clubs' Association has again arranged a Car Club Display Package for the Silverstone Festival over the bank holiday weekend of Friday 23rd to Sunday 25th August 2024. The Car Club Display Package represents excellent value and includes heavily discounted tickets for two people, a dedicated Austin 7 display area inside the circuit and a fantastic weekend of classic motor racing. There are many other attractions for the whole family to enjoy including a fun fair, stalls, celebrity chef demonstrations and a concert every night. This year's acts including Sophie Ellis-Bextor, Busted and Olly Murs! More details can be found on the Silverstone Festival Website.

<https://www.silverstone.co.uk/news/2024-silverstone-festival-tickets-going-sale>

The code for the Austin Seven Clubs' Association Car Club Display Package is 151CCDP24 and should be entered when booking your tickets.

Silverstone
FESTIVAL
23-25 AUG 2024

FORMERLY THE CLASSIC AT SILVERSTONE

JOIN THOUSANDS OF CLASSICS AND TAKE CENTRE STAGE WITH YOUR CAR IN OUR DEDICATED DISPLAY AREA

THE BEST HISTORIC MOTORSPORT • UNRIVALLED PADDOCK ACCESS
A PACKED TRACK SCHEDULE • LIVE MUSIC • OFF-TRACK FUN FOR ALL

MAKE IT YOUR WEEKEND OF FAMILY FUN

WWW.SILVERSTONE.CO.UK/CLASSIC-CAR-CLUBS
OUR CLUB'S EXCLUSIVE DISPLAY PACKAGE CODE IS: **151CCDP24**

ADRIAN FLUX
Insurance for the individual

Minutes of the AGM held Tuesday 27th February 2024

From 7.30 pm at the Richmond Club, Edgar street, Hereford HR4 9JP

A total of 29 Members were present.

1 Apologies for Absence: were received from: Kip & Carmen Waistell, Malcolm & Jenny Lyon, Anne Loader, Heather Garrett, David & Jennifer Rusher and Tim Bradley.

2 Minutes of the previous AGM held Tuesday 22nd February 2023 were circulated to the Membership via email on the 19th February 2023 and again with the Agenda for this AGM. The Secretary received one comment regarding accuracy – Julie James pointed out that we have four Honorary Members rather than the five recorded. The Secretary corrected the Minutes accordingly.

3 Matters Arising. There were no other matters arising. So, acceptance of the February 2023 AGM Minutes was proposed by Stuart Howard and seconded by Brian Bedford. The Chairman (Michael Ward) therefore signed and dated a copy of the amended previous Minutes as a true record for the Secretary to keep on file.

4 Chairman's Report.

Michael Ward reported:

- During the past year, we have maintained a consistent membership of around 55 members. Although we have sadly lost a few, we have welcomed new faces and this changing activity is welcomed, resulting in a healthy exchange of views and the continued promotion of Austin Seven activities

- As well as a variety of well attended Club Runs, we have had structured Club evenings and my sincere thanks go to those members who have given their time to prepare these and enlightened us with their experiences. You will be aware that the Club has purchased a projector and screen to enable some of the presentations to be carried out. The events have also had elements of 'visits' which have included Alvis works and Austin Seven coach-building. All these activities were complimented by the Club's annual mini break, this time to Bishops Castle being again organised by Lyn and Stuart Howard

- I know that it is also the envy of other A7 clubs, that we have what we know as 'Shed Nights'. These are always popular and my personal thanks go to Eddie Loader and Frank Sibly for delivering this very useful activity

- Another popular event continues to be the Bowling evening that Jan Haywood and Pat Caine organise, giving our calendar an even wider range of activities

- I must just mention the communication method known as the very popular Crankhandle, that ties all these activities together, which is distributed not only to UK Austin Seven clubs but also to clubs in South Africa, New Zealand and Australia. Many thanks to Frank Sibly and Roland Alcock to enable all of this

- Looking to the future and the coming year, Carmen and Kip Waistell have arranged for mid-month meetings at a different venue each month, to enable members from

around the county to use their Seven's for daytime lunch-meets. My grateful thanks to them for organising this for us

- Additionally, this being our 15th Anniversary Year, we are marking the occasion by having a club picnic by the River Wye in early July, kindly being arranged by Bob Garrett
- My penultimate comment must be to thank Ron Sadler, who has been a committee member for most of the fifteen years of the Club's history. He has brought wisdom and structure, both as treasurer and as a committee member, thank you Ron
- Finally, all this activity throughout the year could not be carried out if it was not for the dedication of your committee and my sincere thanks go to all of them

5 Secretary's Report

Bob Garrett mentioned the following:

- To ensure the smooth continued running of the Hereford A7 Club - your Committee held four meetings during the last year, each lasting around three hours. I would like to thank the other Committee members for their considerable input and the time they have spent on the club's behalf
- Two recent Committee decisions that might be of interest
 - o In future, the Committee will decide the recipient of the Richard Youard Award. This follows a poor response from the wider membership in recent years together with the Committee believing it is probably in a better position to judge
 - o Members can vote at any time to recommend Life Honorary Memberships to recognise exceptional contributions to the Club. However, in future the Committee will be the final judge
- Ron is finally retiring from HA7C Committee life at this AGM after having served on the Committee as a Member without portfolio for several years following his spell as Treasurer. I wish to thank him on behalf of the club for his valuable contribution
- I'll leave the details to others - but it seems to me the club is in good shape, with a healthy bank balance of around £1,000, a fairly stable numerical membership of around 50 primary memberships and a lovely friendly group of enthusiastic people
- I would particularly like to thank Tim Bradley and Mike Smith for preparing and delivering – extremely interesting and entertaining Club Night talks during the past year. Both, very much enjoyed and appreciated
- Finally, the Club's Constitution was updated to 'Version 6' by the Committee during 2023 - details later on the Agenda

6 Treasurer and Membership Secretary's Report

Accounts:

Julie James circulated the 2022-23 HA7C Accounts prior to the meeting (as previously agreed by the Committee) and highlighted the following:

- At the start of the accounting period (1st Oct 2022) the club had financial assets of £881. Together with other material assets, that gave a net worth of around £1,200
- During the reporting year (1st Oct 2022 to 30th Sept 2023) the club had an income of £984 and an expenditure of £943. Julie outlined the key components
- At the end of the accounting period (30th Sept 2023) the club had financial assets of £962 together with other material assets giving a net worth of £1,647
- At the time of this AGM the club has financial assets of around £1,243

Julie invited questions on the Accounts but none were forthcoming. So, acceptance of the accounts was proposed by Gerwyn Lloyd and seconded by Stuart Howard.

Membership:

Julie reported that during the past 12 months we have lost & gained a small number of members but at the time of the meeting:

- We have 50 Primary (paying) members
- A grand total of 88 (voting) members
- The above includes 4 life/honorary members

Julie mentioned that we had lost 10 'Grey mag' subscribers during the year. General discussion attributed this to a number of members receiving the mag' via memberships of other Clubs. The Chairman thanked Julie for her Accounts and Membership reports.

7. Events Co-ordinator's Report

Pat and Jan reported:

They had now mastered the Events Spreadsheet and asked Members to notify them at events@ha7c.co.uk of any known events that might be of interest to Members.

The Chairman thanked Pat & Jan for their considerable efforts and asked the Meeting if the events process was working for the membership. The response was a resounding 'yes'.

The Chairman also thanked Roly for circulating details of events at the beginning of each month and regularly uploading updates to the Events Diary on the website.

Finally, the Chairman reminded the meeting that we have two 'Club Sailflags' that can be used at events and thanked Pat & Jan for their input.

8 Newsletter Editor's Report

Frank thanked all those who have contributed articles for the newsletter during the past year and encouraged Members to carry-on producing material.

He also asked new members to let him have details (including photographs) of their car(s) etc to enable him to include a welcome article.

The Chairman thanked Frank for his report and input.

9 Webmaster's Report

Roly reported:

- He had been doing the Webmaster job for over four years
- He relies on the membership to provide material to keep the website up-to-date
- The website is working well and he regularly updates the Events Section
- He would like the membership to contribute more Technical Articles
- Committee Email addresses continue to be maintained (e.g. events@ ha7c.co.uk)
- There had been no recent evidence of hacking
- Roly encouraged the membership to regularly visit the website to see the wealth of material that includes all previous issues of Crankhandle
- Pat & Jan's latest 'Events Diary' is uploaded at the beginning of each month
- Roly indicated that he was happy to continue as Webmaster etc – but if anyone fancied a shot, then he would be happy to talk to them
- Finally, Roly is happy to continue distributing the Grey Mag'

The Chairman thanked Roly for his report and input.

10 Technical Advisor's Report

Eddie reported:

- He hoped to provide three 'Shed Nights' this year - dates and topics to be announced
- Recent Shed-Nights had been attended by 12 to 14 people
- Eddie indicated that earlier topics might usefully be repeated for the benefit of new Members but nevertheless invited everyone to suggest topics of interest
- He continues to receive requests for technical help even from non-members

The Chairman thanked Eddie.

11 Election of Officers to the Committee. The Secretary reminded the meeting that the AGM was the membership's opportunity to influence the management of the club. However, he had received no

contenders for Committee positions but reported that Ron was stepping-down and thanked him on behalf of the club for his valuable input since retiring as Treasurer.

The Secretary informed the meeting that the remaining Committee members had indicated they were content to continue in post for the next year and he had not received any nominations challenging these positions. Therefore, re-election 'en-bloc' for the Committee was proposed by Michael Harcourt and seconded by June Barker.

12 Constitution: The Secretary reported that the Committee had a responsibility to keep the Club Constitution up-to-date and wished to make the meeting aware of the following changes that appear in Version 6, confirmed and adopted at the March 2023 Committee meeting:

- o Clarifying the Webmaster role and adding specific duties relating to the circulation of information
- o Adopting the principle of allowing two persons to share a single Committee position – but having a single vote on Committee matters
- o Reduce the current five month period allowed for unpaid subscriptions, to achieve a 'cut-off' at the end of the November Club Meeting - before terminating membership

The Secretary also mentioned that a current copy of the HA7C Constitution (V 6) was on the table, in case any 'enthusiasts' wished to have a look at the end of the meeting. He also said that he would be happy to email the Constitution to anyone interested. Roly added that the Constitution was also available on the HA7C Website.

13 The Richard Youard Award. The Secretary reminded the meeting that the Richard Youard trophy was our annual award for an exceptional contribution to the club during the previous year. He again mentioned that the recipient for 2023 had been selected by the Committee and was pleased to announce that Tim Bradley was the winner for his outstanding contribution to club matters during the past year.

Unfortunately, Tim was unable to attend the meeting. So, the Chairman agreed to present him with the 2023 Richard Youard Trophy as soon as a meeting can be arranged. The Secretary informed the meeting that very kindly - Derek Choppen had provided the model car trophy and Karen Owens, the nameplates - both as usual, free of charge as gifts to the club.

14 Any Other Business.

The Chairman 'opened the floor' to any matters of other business relating specifically to the AGM:

1. Tess Plummer asked the meeting what annual subscriptions were charged by other UK A7 Clubs. A wide discussion ensued where one or two clubs were identified that were thought to charge £10 like the HA7C, several others £15 or £20, but some that charge up to £35 pa

15 Date of next Annual General Meeting. The date of the next AGM will be Tuesday 25th February 2025 - KO @7.30 pm – at the Richmond Club

There being no further business, the Chairman thanked everyone for attending and closed the meeting at 08.28 pm.

[Any comments on accuracy from anyone who attended the AGM, should be sent to the Secretary please.](#)

HA7C Committee contact details:

Chairman	Michael Ward	01600 890 902	0739 539 936	chairman@ha7c.co.uk
Secretary	Bob Garrett	01497 831 310	07900 496 073	secretary@ha7c.co.uk
Membership/Treasurer	Julia James	01568 797 959	07748 613 110	membership@ha7c.co.uk
Events Co-ordinator	Pat Caine/Jan Haywood		07966 387 815	events@ha7c.co.uk
Technical Advisor	Eddie Loader	01432 356 841	07817 361 921	technical@ha7c.co.uk
Editor	Frank Sibly	01531 640406	07971 820 721	editor@ha7c.co.uk
Webmaster	Roly Alcock	01905 371 061	07730 557 952	webmaster@ha7c.co.uk

HA7C website

<https://www.ha7c.co.uk>

Herefordshire Austin Sevens Forum

<https://www.facebook.com/groups/357904524672062>

Some other useful resources on the Internet

Austin Seven Friends	http://www.austinsevenfriends.co.uk/
Austin Seven Clubs Association	https://www.facebook.com/thea7ca/
The Federation of British Historical Vehicle Clubs	http://www.fbhvc.co.uk/
Austin Seven Group on FB	https://www.facebook.com/groups/8069487412
Cornwall Austin Seven Club	http://www.austin7.org/
Bristol Austin Seven Club	http://www.ba7c.org/
Dorset Austin Seven Club	http://www.da7c.co.uk/
South Wales Austin Seven Club	http://southwalesaustinsevenclub.com/
Red Cross Directory of Parts, Products and Services	http://oldcarservices.co.uk/

Please note that the views expressed in this newsletter are those of the writers and not necessarily those of the Editor or the Hereford Austin Seven Club. Whilst every effort is made to ensure the accuracy of technical advice and information, the Club and its officers accept no liability for loss, damage or injury from persons acting upon the advice or information given in this publication.