



Founded 2009

The Crankhandle

July 2024

Issue 87

NEWSLETTER OF THE HEREFORD AUSTIN SEVEN CLUB



Long-term stored Mk2 A7 Ruby at the South Wales A7 Rally. The owner got it out of his store, and drove it to the rally from Dorset! It had 15 advisories on an MOT inspection, none structural, including: all road tyres plus spare had minor cracks in their side walls. Surface rust on chassis. Surface rust on underside of bodywork. Slight play in kingpins. Slight play in steering joints.

Note, advisories don't mean the vehicle fails the MOT test *Courtesy E Loader*

Chairman's View

Here we are, already in July and the main talking point seems to be 'when are we going to get our proper summer weather'? Having said that, most members have carried on attending events regardless of the weather, which is most admirable. Five Sevens from the Hereford club attended the 2024 The Only Tour is Essex (TOTIE) event by invitation of the Essex A7C during the week 9th to the 15th June. As Michael and Gill Harcourt are currently Sevenless, Robert Wynell-Mayow very generously lent them his Ruby to enable them to take part. Jane and David Fowler, Alison and Robert W-M, Kip and Carmen Waistell and June and I, made up the five car contingent and had a wonderful week amongst a variety of other club entries. This is the third TOTIE that June and I have attended, and it has always been such a friendly event. June and I always drive to and from Essex, which is a great way to enjoy the 'Buggy'. In all, we covered around 850 miles door to door, and other than the usual service checks each morning, the bonnet was not lifted. It was great to meet up with friends from the Cambridge club, and others from Norfolk and Leicestershire. I also enjoyed our conversations with the French and Dutch contingents; always interesting to compare A7 notes!

Our **Bring-a-Car Night** at the end of June meeting was attended by 16 cars, some shown below:



Our reserved parking area at the Richmond Place Club was much appreciated.

Gill, the RPC landlady, was delighted when asked to be the judge of which car she would *'most like to take home'*. Lol and Glenn Sanger's Swallow was the prize winner, earning them a well-deserved bottle of 'bubbly',



There was an interesting moment when I spotted where Secretary Bob had parked his Chummy; directly under an active advertising board encouraging people to buy an 'electric' Mini!

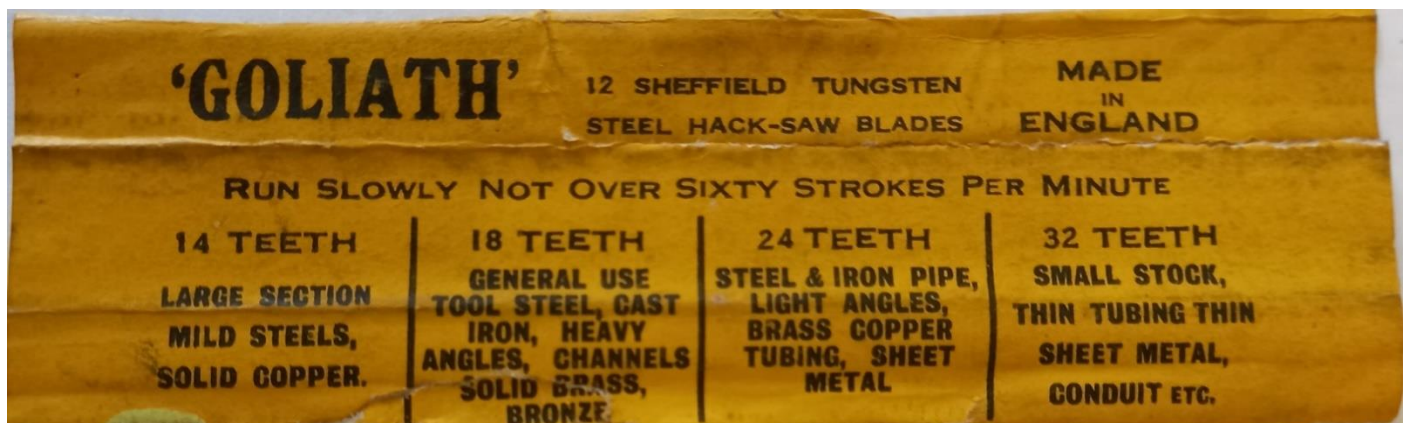


The annual 'Family Day' at Highnam Court, Gloucestershire had 305 entries this year and after a damp start the sun came out and the public came through the gates to view the vast assortment of motor cars. Robert Wynell-Mayow managed to have not only his yellow Chummy there this year, but also his wonderful 1927 Alvis 1250. I am delighted to report that not only did June and I have a lovely day, but Robert had the icing on the cake by winning car of the show with his Alvis; well done Robert.



Happy Sevenning,
Michael.

Instructions found in an old box of hacksaw blades: (E Loader)



Positioning paper gaskets on the Austin Seven rear main bearing housing Bob Garrett

Two similar looking circular gaskets are employed either side of the steel rear main bearing housing on the Austin Seven engine. However, one is thicker than the other, and it may not be obvious which one goes where.

I couldn't find this information in the Woodrow Manual or the 750 Companion, although I may have been "boy looking". However, I did find an old hand-written note, saying the thinner gasket goes on first, between the housing and the crankcase; and the thicker one between the housing and the (reverse oil scroll or modern seal) alloy cover-plate.

This is the arrangement I have always used, and it is confirmed by David Cochrane's (Austin Seven Components) parts list, and also by the excellent Cornwall A7 Club Website technical pages.

From a fundamental engineering perspective, this also sounds right. The thinner gasket sits between two hopefully sound faces, whilst the thicker one can better accommodate any slight distortion in the less robust alloy cover plate.

Ed Loader commented: as a lad, when I started doing mechanics at the kerbside, I used the Practical Motorist as my Bible. This publication printed a section called 'Motorists Hints' one hint which stuck in my mind was: -

Don't worry if you can't obtain spare paper gaskets, make your own out of an empty Corn Flakes box!

Secretary's Corner

Seven cars attended the Club's 15th Birthday Picnic celebration at the Weir Garden National Trust riverside property on the A438 just West of Hereford. The weather was unsettled at first but quickly turned fine and we were allocated a splendid elevated grassy site overlooking the River Wye.

The Trust had previously indicated that non-members would be charged a £7.50 per head entrance fee. However, the very understanding lady on the gate said she would only charge those of us that wished to walk in the gardens. I believe she realised that a collection of interesting cars might be an attractive addition for the other visitors. It turned-out she was quite right, a number of people did come over to admire the cars and chat to us (I think it was that way round!).

As you would expect, everyone consumed industrial quantities of smoked salmon and caviar, washed-down with reassuringly expensive champagne. Or in some cases - cheese sandwiches, sausage rolls and a thermos of tea. Anyway, a really good time was had by all.

I'm afraid I have no exciting Committee news, it being our 'Summer recess'. Our next meeting is planned for the 19th September, so please let me know if there is anything you would like us to discuss.

News from the workshop

The Special's hydraulic brakes are now complete, with all new Morris Minor 7" internals, and lovely brand new cast iron drums. Interestingly, I discovered you can obtain all the components to make your own flexible brake pipe hoses, and make huge cost savings. I followed the very straightforward instructions, and just hope everything stays connected when I jump on the brakes.

The remote gearchange is finished, and I'm delighted with the arrangement for selecting reverse. The gear lever pivot ball is spring-loaded, and half-way along the reach-rod is a rose jointed compression strut. So, when the gear lever is pressed-down, the stub lever in the gearbox is lifted-up, enabling reverse to be selected with ease.



Remote gearchange



Body frame progressing

Work continues on the main body frame and the prop' shaft sub-frame – both coming along nicely. Happy motoring Bob Garrett

The Swallow Saga Glenn Sanger



A few years ago, **Glenn Sanger** poured a cup of tea and opened his Classic Car weekly and nearly dropped the cup (which would have resulted in being hung drawn and quartered by you know who), when he saw in the following in the 'for sale' column:

Seven Swallow, interesting project

Glenn continues: How many do we see for sale? We duly visited and bought, as seen in the photo. What follows is Glenn and Lol's account of how they restored it.



There were a lot of bits missing that had to be hunted for, and sadly it had lost its original number, but that's how the cookie crumbles.

It is a 1931 Austin Seven Swallow (Mk2) and I believe it was painted in two tone blue. I found out more subsequently from Gaydon.

A local Austin seven restorer surveyed the bodywork to see what needed doing.

John Cale of Rad & Co, Kempsey, and I, started on the body, and discovered that she had been involved in an accident sometime in the past, resulting in a twisted front axle and rear-end shunt. This was probably the reason why it came off the road.

Apparently Swallows were known to sag at the rear, due to insufficient support, and this one is no exception - we will strengthen this one as we progress.

The main body and doors are made of aluminum but with steel wings, this combined with the timber frame means it was very light and therefore quite economical combined with the 747cc Austin engine.

As with most restorations, what at first seems in good order inevitably is not, and ours is no different. We are finding many bodged attempts at the woodwork, and John will have to sort this out first before repairing any of the outer panel work.

Sadly the previous owner kept the original number (DR 7871) and the Swallow was given a non-transferable registration of three numbers followed by three letters: 595 UXW. This was confusing, because you would assume it would be given a two letter, four number registration. After visiting the local DVLA office we were informed that all cars registered

after 1930 were not classed as vintage, and

therefore would be allocated a similar

number. But if we could prove it was built

before 1931 it might be possible to have it

re-registered, with an appropriate

registration for the period. Our Swallow was

registered 1.1.1931.

We contacted the Gaydon Heritage Centre

who found that their records did not cover

1.1.1931, due to some records being lost, but

from the chassis numbers they have from

12th September 1930 to 6th of January 1931,

that ours would have been built around early November 1930. They wrote to confirm this, which enabled us to present it to prove to the DVLA that it was pre 1931, and it was duly re-registered with the period number BF 4765.

We are now happy bunnies and think those at the DVLA are not ugly, not bad but very good indeed.

To be continued.....



Webmaster Report Roly Alcock

In the last issue of the Crankhandle, I left you with news that I was hoping to claim salvage retention for the crashed RN. That I did, and the car was broken for spares. Most of the car sold very quickly.



Unfortunately the insurers decided on a Cat B write off, which meant the car could not be repaired and put back on the road. I asked if it could be Cat S instead, so that the car could be repaired. It was possible, but they insisted on only brand new suspension parts being used. This showed, yet again, that the assessors working for the insurance company did not have the appropriate knowledge to work with classic and vintage cars. The turning point for me was the suggestion that the salvage retention fee I paid would have to be increased, if Cat S was agreed, so I settled for the agreed value.

So unfortunately CV5728 will no longer exist. Maybe if it was a more valuable, or more historically interesting car, I may have tried harder on the Cat S.

I still have my medical injuries claim to be finalised, but I have made a complete recovery.

No, I am not with RH!

My new RP is in much better condition than the RN. However travelling over British Camp in the Malverns, the flywheel became loose, this was duly attended to. I still had some vibration at 30 mph which turned out to be a failed fabric coupling.



Here I show the old and the new couplings.

I still had a vibration, but this time at 40 mph. Investigation found that the rear offside wheel had all the spokes loose. It looks as good as a newly rebuilt wheel, so that was a disappointment. The spoke nuts don't want to turn on the spokes, so I have left all the spoke nuts soaking in anti-seize fluid. The spare had a puncture. I did have a reasonably good condition wheel that I bought some years ago from Bob Garrett. Also, the other rear wheel had a different size tyre which had cracks in the sidewall, and that wheel had a very slow puncture of 1psi per week. I took all the wheels down to the tyre depot, and had various swaps of tyres and the puncture repaired. All is good now.

Previously I had a Lucas distributor re-bushed, but the spindle was very tight to turn. I dismantled it, to find that it only needed oiling. That distributor was missing the spring clips that hold the cap on. I found some on an old Accusparc dizzy, which had failed a few years back. I want this rebuilt distributor to replace a VW unit, because I suspect the advance curve is not suitable. I have yet to fit the rebuilt distributor.

Recently I thought I could smell exhaust fumes while driving along. That turned out to be the manifold to front pipe only having 2 bolts holding it together. I have ordered up some bolts and brass nuts to make that good.

The Citroen TA continues to delight, apart from the very heavy steering at slow speed. To drive it feels more like a late 1950s design, rather than a car from the early 1930s when the model was launched.

I continue to update the website, distribute the Crankhandle and also the Grey Mag. Plus occasional emails to the membership.

As ever, contributions for the website will be gratefully received.

Eddie found these definitions in an old car electrics booklet purchased at the recent SWA7 rally. He believes the booklet was free with a mid-1960's Practical Motorist magazine

Glossary of Electrical Terms

Chapter Fifteen

Ammeter. An instrument used to measure the amount of current flowing in a circuit. Connected to the charging circuit on a car, it is usually of the centre-zero type, indicating "charge" or "discharge."

Ampere. The unit of current. One ampere is caused to flow when a "pressure" of 1 volt is applied to a circuit having a resistance of 1 ohm.

Ampere-hour. A unit of electrical quantity, used on a car in connection with the battery. One unit is denoted by the capacity to pass a current of 1 ampere for 1 hour.

Armature. The rotating portion of a dynamo or starter, built up of a core of soft iron laminations wound with insulated wire. Also refers to the soft iron actuated by a magnetic field (as in electric petrol pumps, regulators and cut-outs).

Battery. This consists of a number of 2-volt cells connected in series (i.e. a 12-volt battery has 6 cells). On a car, the battery is the heart of the electrical system, dispensing electrical energy to the various electrical components and taking current generated by the dynamo to keep itself charged.

Brushes. Blocks of composition carbon forming rubbing pieces which transmit current to or from a revolving commutator, as on a dynamo or starter.

Charging. The supply of current to a battery. On a car this is done by the dynamo during normal use. A battery which has been left for some time may have to be charged by external means.

Circuit. A conductor of electricity which allows current to pass from one side of its source back to the opposing terminal. To work, electricity, like water, must flow. On a car a battery has two terminals, one of which is "earthed" to the chassis.

On a lights circuit, for instance, the current flows from the battery, through a switch, through the light bulb filament and back to the chassis, from where it is able to flow back to the source—the battery.

The circuit described is a closed circuit, as all the connections are complete. An open circuit is one which is broken (i.e. by a switch in the off position, stopping the current flowing. A short circuit is caused when a conductor (usually unintended) allows the current to flow back to its source without completing the intended circuit.

Commutator. A drum-like device made up of many separate segments to which the individual armature coils are connected on a starter or dynamo. It revolves with the armature and is used to convert the alternating current in a dynamo's armature coils into direct current and pass it on to the brushes. In a starter motor the commutator converts the direct current feed into alternating current in the armature windings.

Condenser. Virtually an electrical "buffer" which is connected across the points of the coil contact breaker. The condenser absorbs follow-on current in the primary winding, and when the voltage stops rising, discharges this current, sending a reversed current through the coil. The condenser prevents sparking when the contacts separate, and causes a more rapid collapse of the magnetic field about the primary winding of the coil.

Conductor. Any substance through which current will flow easily.

Contact Breaker. An automatic switch which opens and closes a circuit.

Cut-out. On a car this is an auto-

(Continued on page 64)

matic switch to prevent the reversal of current flow. It is connected in the charging circuit and automatically opens when the voltage produced by the dynamo is insufficient to charge the battery. It therefore prevents a current from flowing from the battery to the dynamo, which might burn out the dynamo windings.

Direct Current (DC). Current which flows in one direction in a circuit.

Distributor. A vital part of a car's ignition system, it is a rotary switch that sends a high tension electrical impulse to each spark plug at the correct moment. It incorporates the contact breaker.

Dynamo. A machine which uses a portion of the engine's mechanical energy to produce electrical energy.

Earth Circuit. Literally, a circuit in which the earth forms the return path for the current. On a car, the chassis is regarded as earth, being connected to one battery terminal.

Electrode. The name given to the two points of the sparking plug where the spark is produced. Also refers to the metal segments in the distributor cap which pass current one at a time from the revolving rotor arm to a spark plug.

Electrolyte. The liquid which supports chemical reaction in a battery. In a car battery it is a dilute sulphuric acid solution.

Electro-Magnet. Usually made up of a coil of wire wrapped round a soft iron core. Passing current through the coil magnetises the core. Switching off the current cuts off the magnetic effect. The electro-magnet is used extensively in the car's electrical system for such diverse components as the electric fuel pump and the horn relay.

Fuse. In a car this is usually a small glass tube with a brass terminal at each end, encasing a piece of alloy wire. The wire, when placed in a circuit, melts when an unduly high current flows, thus breaking the circuit and saving the rest of it from damage.

High Tension (H.T.) Current. A current of high voltage which is produced by the coil.

Hydrometer. An instrument used to test the specific gravity of the electrolyte in a cell.

Induction Coil. An iron core which has two sets of windings around it, consisting of a primary coil, and a secondary coil with a considerably greater number of turns. Switching on and off a low voltage current in the primary induces high voltage current in the secondary.

Magnetism. The property of certain materials which enables them to attract iron. Such materials are surrounded by a magnetic field made up of magnetic lines of force.

Ohm. The unit of electrical resistance. One ampere will pass through a circuit of resistance 1 ohm when a "pressure" of 1 volt is applied to it.

Potential Difference. The difference in electrical "pressure" between two points such as the terminals of a battery, which causes current to flow when they are joined in a circuit.

Relay. A switch which is operated by a small current and completes a circuit which enables a big current to flow.

Resistance. The obstruction offered to the flow of electricity. It is measured in ohms.

Solenoid. A coil of wire carrying a current which produces a magnetic field. On a car, the coil usually encases a sliding iron rod which moves inwards when current is passed through the unit.

Specific Gravity. The ratio of the weight of any material compared with the weight of the same volume of water.

Volt. The unit of electromotive force. It may be likened to pressure in a circuit.

Voltage Drop. The loss of voltage in a circuit due to the resistance to the flow of current.

Watt. A measure of electrical power, it is the product of volts multiplied by amps.

The Only Tour is Essex Kip Waistell

Well, knock me over with a white stiletto! Who would ever have thought that Essex could be such a wondrous county! Beautiful towns and villages, stuffed full with a most amazing array of centuries old houses and cottages. Village greens, village ponds, tithe barns, manor houses, wildflower verges, (relatively) few potholes, mile upon mile of gentle country lanes. It was a real eye opener.

Five days of tours, taking in parts of Suffolk too, ambling along at an average of no more than 20 miles an hour, just enjoying ourselves, and taking in the sights. Five cars from the Hereford Austin Seven Club were among the 35 or so Austins on TOTIE (The Only Tour is Essex 10-15/6) based at the Earles Colne Golf Club resort (a charmingly disorganised place). A bit of drizzle from time to time, and some strong winds, but otherwise nothing to spoil what was a well organised and fun trip. Made even more enjoyable by good news when visiting Sir Robert De Bures (d. 1331) tomb at Acton Church, where champagne was popped to celebrate another Waistell birth- Gabriella.



Chummy Ladies go absolutely wild in Derbyshire

22-25 April 2024, Annie Peake

I have inveigled my way in to being a Chummy Lady, and this is my 3rd trip with them. It's not for the faint-hearted, I assure you. These women think nothing of driving all over the country to meet up, and I have had to raise my sights from a gentle trip round the block, to 150 miles in one go. Jenny John drove her Chummy from Brighton to join us this year. You members of the HA7 club are pretty fearless too, but I am not used to long drives without a mechanic close by.

First off, get lots of OS maps and mark up a route, avoiding all motorways and A roads. My navigator Jane Sayle and I were to meet up with Jane Patton and her navigator, Linda, at the Dog in Dunley, and we'd travel the rest of the way in convoy.

All went smoothly, including meeting up, until we reached Bewdley, where the road over the river was shut, with no alternative route marked. My navigator came into her own, and we were soon into housing estates, and eventually back on the road. From then on, we took the lead and Jane proved to be a superb navigator. This was her first Chummy Lady trip, and she loved it. It's just like being among horsey people, she said. All bonkers, no airs and graces, and the women have a 'can do' attitude.

It took all day to get to our hotel in Higham, East of Matlock, via some wonderful lanes and villages, a great cafe, and a thousand potholes, which rival those in Herefordshire. There were 10 Chummies in the car park, and 20 women, apart from Tina Fathers, a local friend. We also had the back-up of 2 long-suffering spanner-men for our excursions.

Santo's Higham Hotel turned out to be perfect, with amusingly themed bedrooms. Ours was The Maharajah room, with a gentle attempt at India, and with only a high level skylight to look out of, so that Jane and I were able to contemplate the decor quite a lot. Luckily the staff found us quite amusing, and the food was fantastic; just what we needed after a long day's driving. Afterwards, we all settled into the bar, perhaps annoying the other guests with our raucous conversation.

The trip was brilliantly organised by Francine Pimperton and her sister Lorraine, (who belong to the Sealed Knot, when they aren't driving A7s). They pointed out various places we might visit

over the next few days, including Haddon Hall, Chatsworth, Cromford Village, and the Thornbridge estate. Cue more maps out and highlighter pens in the dining room.

Tuesday

Small groupings for outings seemed sensible. On Day One, three cars aimed for Haddon Hall: Jane Patton and Linda, us, and Gilly Howe-Orchard in her pretty red Chummy. Haddon is magnificent, a very traditional, but pared-down ancestral home. It was every bit as stunning as we hoped. On our way there Jane (Sayle) persuaded the roads closure people to let us through, because our cars are so small, and no-one would notice us. (We agreed that evening at the hotel that these sort of irritating restrictions would not apply to a Chummy.)

By contrast, our afternoon visit was to Thornbridge Hall, with a guided tour for the Chummy Ladies given by the owner's brother. This is a 19th century and rather ugly house, purchased by Emma Harrison for £5m, before she spent £27m on it, according to her brother. Her money seems to have come from her company A4E, established to get people into employment. The house was billed as a latter day hippy commune, with a pool and night club built under the stables, available for hire. Poles apart from what we expected, the unusual kitchen and themed bedrooms were all on display, complete with an outsize drag queen's outfit on the upper landing. Our mouths were so open with the way the house looked, that I almost missed the William Morris stained glass, which is reputed to be the best in England.

On to Chatsworth Farm Shop, to buy canapés for that evening's drinks party in Penny Cawley's room. (I'm surprised that the hotel didn't object, but they seemed fine about champagne and wines not purchased from the hotel).

The spanner-man was only needed once during our trip, for Margaret's Chummy, a result of a loose battery connection. This was probably due to the potholes, plus oil on the points.

Wednesday

The stately home of Tissington was our destination, with Gilly again with us. Once more we found a road closed sign, ignored of course, and anyway the diversion was too lengthy. After several miles we spotted a cyclist so we thought that would be fine, especially as a sign said 'Businesses open as Usual'. Further on at Holloways, a small hamlet, we came to the actual closure, a land slip with barriers, next to a terrace of houses. There was just room to squeeze up on to the pavement if we removed some cones.....Suddenly from one of the houses came a roaring woman, wielding

a camera and a very foul mouth. She attacked me as the lead driver, shouting and screaming that we were reckless, couldn't we read, she would report us, her spittle spraying all over me. We were unable to scoot off, because Jane was still busy with the cones; the woman rammed shut my passenger door. What we hadn't realised was that we were the 6th Chummy who had done the same thing, and by this time, the screaming banshee was in full swing.



We needed to recover at a nearby cafe, as my little car is not used to such unpleasantness. As luck would have it, a local having his breakfast said we couldn't pass Cromford Mill without a visit, as it is a World Heritage Unesco Site. He was correct. And by the way, he mentioned, the owner of Thornbridge isn't what she seems; no local will visit it. We thought the setup was unusual, to say the least, and a little sleuthing back at the hotel suggested a different story. The large funds seem to have come from very generous government contracts dating back to 2009. While very few people seem to have been helped back into employment, Emma Harrison allegedly made a lot of money, even if some of her staff were ultimately sent to prison for fraud.

We made it to Tissington, but only looked around briefly, before tackling the grassy lanes back to Higham. At the final supper, there were several awards, including one for the plonker of the trip, which fortunately I swerved this time. Our 7 hour journey home was without incident, a long one, but we had a memorable and wonderful trip. Thanks girls.

FBHVC - Urgent Information

The Petrol Retailers Association (PRA) has issued a Technical Update about the refuelling of classic cars.

It comes after the Federation of British Historic Vehicle Clubs (FBHVC) raised concerns with it after recent incidents where people were told they were not allowed to refuel their vehicles.

The PRA represents independent fuel retailers, motorway service operators and supermarkets, accounting for 65% of all UK forecourts.

There are several vehicles, mostly classics, that have fuel fillers either in the boot or under the bonnet that require the boot or bonnet to be open during refuelling.

In the Technical Update, issued to all forecourt members, PRA technical director Phil Monger explains best practice: "Modern Ford Transits require the passenger or driver's door to be opened to gain access to the fuel filler in the side of the van.

"Examples of cars are: Hillman Imp and derivatives such as the Singer Chamois and the Sunbeam Stiletto, Renault 10, Fiat 850, and VW Beetle.

"Early Land Rovers have the fuel tank under the driver's seat so the driver's door has to be open during refuelling,"

This issue relates to the filling of portable containers. The Petroleum (consolidation) Regulations 2014 require only suitable containers to be filled, which are specified. It is an offence to allow the filling of unsuitable containers.

The site operators' guide, The Red Guide, also makes it clear that the filling of a container in the boot not only prevents the bonding to earth of the container which is done by standing it on the ground, but also leaves a boot full of flammable vapour and high risk of fire or explosion if ignited.

If the bonnet or boot are open, it is impossible to see a container, and an open boot or bonnet would suggest to the forecourt attendant that a container is being filled.

With certain classic cars, this is a legitimate case of filling a vehicle tank, and the issue should be easily resolved by a discussion taking place between attendants and motorists by way of the Tannoy.

The PRA would suggest to the motorist that before attempting to fill the vehicle, to alert the attendant to the need for a raised bonnet or boot lid, and access would be granted.



Historic Vehicle Registration

The Federation of British historic Vehicle Clubs (FBHVC) are helping owners of historic vehicles to register with the DVLA. To provide evidence for the DVLA, they surveyed the membership, and had 4,485 responses, with 81.2% agreeing in full with the FBHVC's proposals, which were:

- Actively seek ways in which a genuine but problematic historic vehicle can be registered as such, whilst seeking to exclude the non-genuine.

- Accept judgement decisions, rather than a systemised yes/no approach

- Seek and accept advice from external sources

- Recognise that historic vehicles are by definition old, and that components unavoidably degrade over time with use, damage, corrosion etc

- Recognise that the supply of original parts is constantly diminishing, and that as a result, the repair of parts, and the use of more recently manufactured parts is unavoidable and does not necessarily diminish the historic status of the vehicle.

- Recognise that the motor industry has changed out of all recognition, and that the continuance of a manufacturer name does not necessarily refer to the same company.

- Recommend that the DVLA sets up independent advisory groups.

The FBHVC is clear about the role clubs should play in the future: "Specialist clubs have considerable knowledge, and attempts should be made to utilise this. FBHVC can, and is, prepared to provide a co-ordinating and guiding function. The current V765 or Reconstructed Classic schemes could provide a procedural template for club involvement."

To read the full FBHVC response visit: <https://www.fbhvc.co.uk/consultations>

For online version with links to previous DVLA review news go to:

<https://www.fbhvc.co.uk/news/article/fbhvc-calls-for-pragmatic-and-constructive-historic-vehicle-registration-regime>

The FHBVC represents more than 250,000 historic vehicle enthusiasts, from its 500 affiliated clubs, 50 museums, and individual and trade supporters.



Tail-Lights

Our elderly and partially sighted neighbour took yet another driving test the other day. He scored 8 out of 10..... The other two pedestrians jumped clear

A concerned member of the Hereford Austin Seven Club recently asked his doctor, "How do you determine when an older person needs to be put into an old folks home"?

"Well," he said, "we fill up a bathtub, then offer a teaspoon, a teacup, and a bucket to the person and ask them to empty the bathtub".

"Ahh, I understand," said our club member. "A normal person would use the bucket because it is bigger than the spoon or the teacup."

"No" said the doctor, "a normal person would pull the plug". "Now, Sir, would you like a bed near the window?"

Club Regalia

Available at most monthly meetings from the Treasurer

Windscreen Stickers £ 2.00



Sew on Embroidered badge £5.00



Radiator badge £20



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		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.

Deadline for next issue: 20th Sept

Please do send in contributions! Email editor@ha7c.co.uk

Just a paragraph about an A7, and a photo will give other members a lot of interest.

Or post to Frank Sibly, Kyrle House Practice, 4 Kyrle St, Hereford HR1 2EU