The Crankhandle

NEWSLETTER OF THE HEREFORD AUSTIN SEVEN CLUB

Sept 2025

Issue 94

HA7C in the Netherlands see p6

Chairman's View Michael Ward

Well, the glorious summer weather eventually broke, but what an asset it was while it lasted, to enhance our A7 activities over many months. We all love owning and driving our Sevens and mostly, 95% of the time, I have the roof down. Interestingly, I have had the roof up more this summer than any other in the fifty-seven years of ownership! It was absolute bliss to drive along in higher than usual temperatures with the warm wind but sheltered from direct sun. I pulled up at some traffic lights in Hereford on one occasion, next to a 'modern' when the window was lowered and the driver said, 'I will swop you with my aircon just for today'!

As always, there was a lot of interest in the Sevens at this year's Gloucester Retro in August. There were three of us there representing the HA7C plus Andy Lowe from the Midlands A7C just a few cars away. The Club's sail-flag always puts us on the map, and one set of visitors this year were a couple from Norfolk, holidaying at Symonds Yat. They were friends of Dave and Karen Witton of the Norfolk A7C who have just driven across the States in their Seven; well done them. Yet another example of how Sevens bring people together.

While on that note, over the past three months we have been approached by several interested Seven owners. During the lunch stop on the Chairman's Run at the New Inn at Pembridge, Lesley and Dave Bradford spotted our cars, and after conversation, became HA7C members. We were also pleased to be joined by Ned Buck and his charming teenage daughter on the same run. Then, at our last monthly meeting Steven Earl and son Sidney enjoyed our company enough to join in the 'Seven' conversation and also become members. Sidney is not quite seventeen but already has a Mark 1 Ruby, and starting a motor engineering apprenticeship in Herefordshire. We welcome them all and look forward to sharing experiences.

As we approach the autumn this year, I would like to remind you that we have a few of our popular events happening in the next few weeks. On the **7th October** we have the autumn '**Shed Night**'at Riddings Farm hosted by Frank Sibly and Eddie Loader. Our last Club Run of the year, the **Autumn Amble, is on Sunday 19th October** and a **Steak and Bowling** evening on **Wednesday 22nd October**, organised by Pat Caine. Please see the Events Diary for details of all events.

Enjoy your Sevenning,

Michael.

Steak and Ten-pin Bowling Night

Wednesday 22nd October

The Grove Leominster. HR60LE.

Arrive at 6.30pm.

£15.50. for either Steak, Chicken or Fish with Chips

To order call Pat Caine 07966387815 before Saturday October 18th please.

PS: Please state how you would like steaks cooked, Well, Med-Rare or Rare.

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Building Something Special — Ned Buck

Whilst my front axle has been away, I have been working on the engine crankcase and getting it ready for the crankshaft installation. The crankcase has had a hard life, and a lot of the bolt or screw threads have been abused. In particular the sump was held on with a motley collection of different sized bolts, so I decided I would renew them all. I used two different methods, one being thread inserts, and the other was to use brass rod, drilling and rethreading the holes, threading the brass rod to suit then drilling and tapping the brass for the correct size bolt.




Before starting this work, I read through the excellent article written by Bob Garrett on engine rebuilds. I must have read it five times. One thing Bob suggests, as do others, is the introduction of an external full-flow oil filter, as the filter on the original engine is only a mesh screen in the sump. Bob explains very clearly how this is to be done by tapping the main oil gallery in the crankcase.

All of this essential work was very tedious and time consuming, and has meant the crankcase is ready for a rebuild with all the threaded holes being cleaned out with taps and any suspect threads replaced.
One thing I hadn't realised, until I read Bob's piece, was that there are two vertical oil galleries at the back of the engine which are sealed up with flat-head threaded screws, which were

'peened' over to hold them in place. I found it quite hard to push back the peening and resorted to a small cutter held in a Dremel to remove the metal holding the screws. As it happened the galleries, whilst dirty, were in fact clear.

I was able to insert my endoscope and check these quite easily. And after brushing with a pipe cleaner style brush, and lots of WD40, they came up very clean.

This endoscope was quite inexpensive and has proved to be very useful, Note the dirty oil showing in the photo on the left, this crankcase was immaculate before I opened the galleries to clean them.

Before the crankshaft can be installed, the flywheel must be lapped onto it, something I had never done before as other engines have flywheels that are bolted on. I was quite nervous doing this, but I hope I have done it correctly, following reading many different internet blogs on how it should be done. (what did we do before the internet?). I checked the dimensions involved as the flywheel must fit on the crankshaft tightly, but it is important that it does not actually press on the main rear bearing. I held the crankshaft in a vice, and after applying fine grinding paste to the taper proceeded to 'lap' the fly wheel, whilst being conscious of the need to maintain a small gap between the flywheel boss and the rear bearing inner race.

Photo far left: rotating the flywheel back and forth on the crankshaft through 180° , whilst held in the vice.

Other photo shows the finish achieved after just a few rotations with fine paste applied to the taper. Obviously this had to be cleaned off very thoroughly (no one wants grinding paste on their crankshaft!

The 'shrunk' front axle arrived next, and I wasted no time getting it back on the chassis. I now have very nice tight king-pin holes, ready to take the stub axles. I had ordered new bushes for the original semi-Girling stub axles, and have fitted them. However, they will need reaming with a ½ " reamer.

Before I can get the basic engine back together I need to work on the camshaft. I wanted to have a slightly sporty cam, and I was put in touch with Paul Bonewell who is apparently a very skilled motor engineer. He was certainly able to give me a lot of good advice. He also pointed out that the cam I sent him had a tooth missing from the oil-pump drive pinion so was effectively scrap!! Asking through the club, and also via the suppliers, I was able to obtain not one but two cams, one already slightly tweaked from Bob Garrett, and one that I picked up from Tony Betts at the Beaulieu autojumble. Paul managed to get the cam back to me very quickly, and one of my next jobs is to lap the cam pinion on to the reworked cam. (More fine grinding paste needed).

Now I needed to fit the crankshaft – which I confess I had been putting off as I had bought a new $1^{5}/_{16}$" crankshaft with shell bearings, new conrods and pistons from Tony Betts.

The first job was to fit the rear main bearing, which involved pressing the outer race into the rear bearing housing. I put the bearing in my freezer overnight and it just slipped into place. I then removed it (making use of the half round slots I had cut- Thanks Bob) as I hadn't lined up the oil hole. Fortunately, I realised my mistake before the bearing warmed up, as this would have been a major issue. I also drilled the hole out in the bearing housing, but I'm afraid I shied off doing the crankcase.

Far left is the rear bearing housing showing half round slots filed into the rim to aid future removal. Left is the side view showing the oil feed hole to the bearing, very important to line this up with the hole in the crankcase.

Fitting the crankshaft came next, and warming up the crankcase with a heat gun really helped with fitting the bearing housing into the crankcase. I then fed the crankshaft into the case and stood the case vertical with a block of wood holding the crankshaft. After I had warmed up the inner race with a heat gun I was able to press and knock this onto the end of the crankshaft until it was firmly in place. The crank was then supported, and I pushed the crank with the inner race into the outer race.
The installation of the front bearings is better covered in Bob's description, suffice to say I managed to get the two matched bearings firmly in place (one at a time) using the heat gun. I am pleased to say the crankshaft rotated very smoothly on the bearings – having used liberal amounts of assembly lube on both bearings.

To be continued……

The Netherlands A7 Adventure, 2025 Michael Ward

We have owned our 1937 Opal for 57 years, but had never taken it out of the UK until 2017, when we accepted an invitation by organiser, Graham Baldock, to be part of Eurotour. There were five 'Sevens' from the HA7C that took part, and we repeated the adventure again in 2022, the centenary year. We enjoyed those trips so much that we were immediately attracted to an invitation to join Marion and Peter Lawson of the Essex A7C for a trip to Holland.

Peter has relations in West Holland on his mother's side, and he and Marion go every year to visit them. The seed was sown two years ago when they first mooted the idea for us to join them. They usually go in early Spring to take advantage of the Keukenhof flower displays, which we have previously visited, although not in the Seven. A plan was hatched to go in 2025, which coincided with a further invitation to join the Dutch Pre-War Austin Seven Club, from Anne-Marie and Andrew Fallon, who we had met a few years ago on a TOTIE (the only tour is Essex) event run by the Essex Club.

One of the considerations for us was that it would include a two-day hike to get to Harwich, and another two days on our return. This was not a problem as we treated it as part of the holiday so, it would be two UK days then ten Dutch days and then a final two days in the UK to get us home to Herefordshire.

Sunday 11th May dawned a lovely sunny morning. We made good progress all day despite the inevitable road closures. We really enjoyed our drive through the Cotswolds, Oxfordshire, Northamptonshire and finally Cambridgeshire for our overnight stop; 157 miles. Similarly, it was a lovely ride to Harwich the next day, where we linked up with Marion and Peter, having travelled a further 90 miles. After an evening meal on dry land, we boarded the ferry for our crossing to the Hoek of Holland, which departed at 11.00pm, and docked at 7.00am on Tuesday morning. Again, glorious weather allowed us to drive north up the coast to Scheveningen to have a leisurely breakfast in the warm sun.

Our destination today was to drive to our accommodation, Pax Tibi, in Reeuwijk, just outside Gouda. Driving alongside canals on various dykes was absolutely fascinating. We expected many bicycles, but we encountered many, many, bicycles! Many of which had mum and two children on! Our B&B accommodation was to serve us for four nights and it was a delightful spot; accessed by bridge across a canal (of course).

The following day we drove across country to Leerdam to a Napoleonic Fort to meet Anja and Hans whom we had met before on TOTIE. Fort Bij Asperger was one of nearly a hundred forts built over the centuries to defend Holland from the French and Spanish armies, supported by sluices and dams. After lunch we toured the Fort ,and then finally made our return journey via the Schoonhaven ferry across the impressive canal carrying massive barges laden with cargo.

On Thursday mornings in Gouda there is a traditional cheese market which we were keen to witness as there is a 'weigh-in' of cheeses carried by horse drawn carts. There were hundreds of people in the main square with many stalls full of different cheeses and clogs, etc. A jazz band played amongst the crowds giving a festival type atmosphere. Wandering around the town, we witnessed fascinating Dutch architecture with twisting canals everywhere. Later that day after our evening meal, we drove back to the B&B and managed to drive over the wrong private canal bridge into another residence. Well, they all look so similar!

Friday was our final day at Pax Tibi so a lovely drive to Kinderdijk in bright sunshine was all that we could fit in that day. I counted 23 windmills all around us; what a spectacle. These windmills are used daily by the resident farmers but can of course easily be used for pumping water; of which there is a lot around! Our trip back to Reeuwijk was on tiny roads clearly built for Austin Sevens, or little DAFs maybe. Visibility is good as there are few hedges so, it is a case of who gets to a passing place first!

On Saturday morning we sadly left Pax Tibi for our drive East to the town of Lochem, 115 miles. This was to take us mainly on 'B' and 'C' roads using ferries to cross canals and rivers, it was a shock when two little Austin Sevens had to drive through the centre of the city of Arnhem; remember 'A Bridge Too Far'? This was a film following the defeat of the British at the WWII operation of *Market Garden,* where the Germans overwhelmed the British on the bridge. Although clearly an important crossing we were over the bridge before we knew it in fast moving

traffic. Inevitably, we got separated in the very heavy traffic but because Peter had thoughtfully written out a list of villages for me, we became reunited about 45 minutes later. We found Marion and Peter pulled up in the first lay-by outside of the city on our road to the Brummen ferry, which would take us towards our destination of Barchem near Lochem. Unbeknown to us, the two Austins had been spotted in Arnhem by the son of one of the members of the Dutch Pre-War Austin Seven Club, who we would not meet until the following day. We finally arrived at Hotel BonAparte at Berchem which was in a heavily wooded area that was in complete contrast to most of the journey that day. We had come through some beautiful countryside but the forests in this area were so very interesting.

To be continued in Part Two.

Roly's rambling nonsense. Roly Alcock

Since the last newsletter, the Austin has been used far more frequently, however I was getting an even more strange vibration. After some investigation , I discovered that both rear wheels had many loose spokes. I was able to tighten these with care, and the wheels were good. Then I noticed one of the half-shaft nuts was loose, but the split pin was still in position. Peering at it, the hub was mangled and the half-shaft had similarly suffered. For the moment, I just tightened it up really tight. A road test showed no improvement of the vibration. I thought surely it cannot be the fabric coupling as it had only been on the car for a few hundred miles. I checked it to find it had indeed failed.

Failed fabric coupling

I contacted Austin Seven Components (A7C) with the thought of buying one of their

replacement propshafts. However as there was no stock until next year, I purchased a new fabric coupling. I was assured that the failed one was part of a faulty batch and that the couplings sold by A7C were made in England and were far superior. Indeed, one can see there were many more plys in the A7C coupling (above).

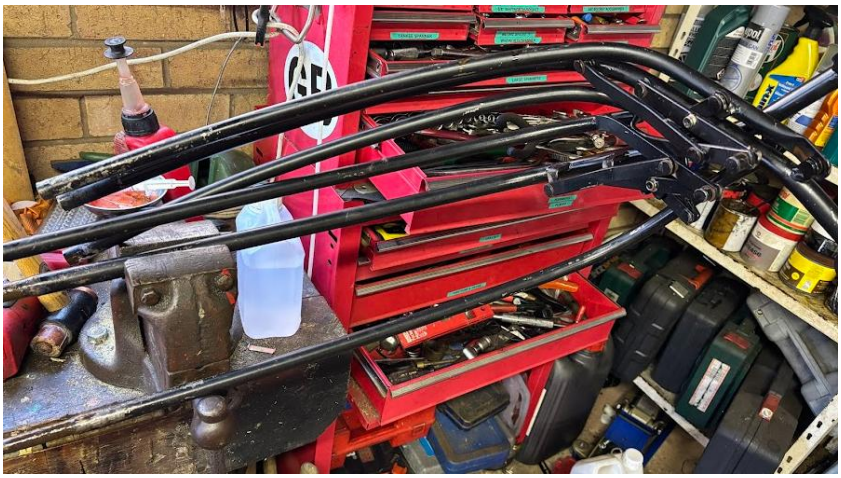
Having got the car back together, it became clear that the back axle was unhappy with its hubs and bearings. So I arranged for Gerwyn to collect the car and sort-out the axle. He called me later, enquiring if I had done any work on the axle and I said no, why? He stated that it was one of the poorest axles he had the misfortune to come across! The crown wheel and pinion was ok, so new half-shafts and good second-hand hubs and bearings were fitted.

When I next drove the car it was so quiet, what a difference. What I had thought was a noisy gearbox was incorrect, it was the axle. My late friend Ian Sly maintained that all unpleasant noises in an Austin Seven are nearly always due to the back axle, even if the noise sounds as though it is coming from a front wheel!

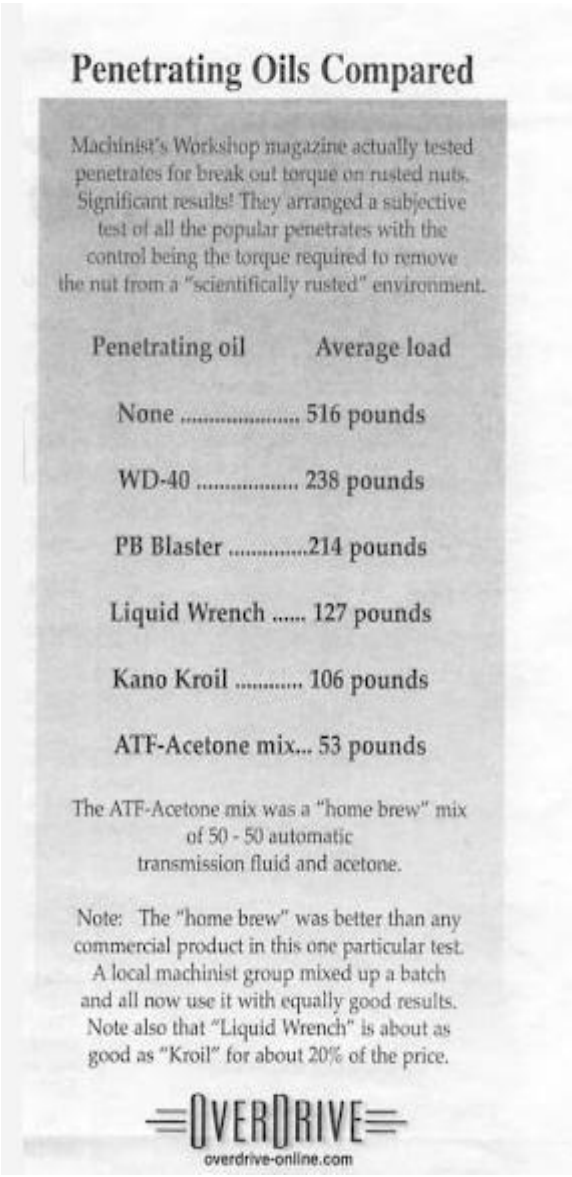
I have bought another MGB, a red 1963 Tourer this time. I changed all five tyres, as the ages varied from 6 years old to 25 years old. One tyre was a caravan tyre and another was for a light van.

The heavyweight work has all been done, bare metal body respray, rebuilt engine, gearbox looks new, new suspension all

round. But the snagging list of minor details has been long. They are mostly sorted now, I just have new covers to put on the seats and put the instruments back in the dashboard and it will be ready to go. I don't mind the extra unexpected work as it gets me organically (cuts and blood) and intimately (think of gynaecology) involved with the car, which will stand me in good stead if it misbehaves when out on the open road.



The packaway hoodsticks were rusted together so could not be parted to "pack away".



Penetrating Oils Compared

Machinist's Workshop magazine actually tested penetrates for break out torque on rusted nuts. Significant results! They arranged a subjective test of all the popular penetrates with the control being the torque required to remove the nut from a "scientifically rusted" environment.

Penetrating oil	Average load
None	516 pounds
WD-40	238 pounds
PB Blaster	214 pounds
Liquid Wrench	127 pounds
Kano Kroil	106 pounds
ATF-Acetone mix	53 pounds

The ATF-Acetone mix was a "home brew" mix of 50 - 50 automatic transmission fluid and acetone.

Note: The "home brew" was better than any commercial product in this one particular test. A local machinist group mixed up a batch and all now use it with equally good results. Note also that "Liquid Wrench" is about as good as "Kroil" for about 20% of the price.

OVERDRIVE
overdrive-online.com

Liberal doses of PB Blaster and other anti-seize products had no apparent effect. I was given a tip on an MG forum about using 50% acetate and 50% ATF oil.

One of the MGB chaps showed me this comparison chart.

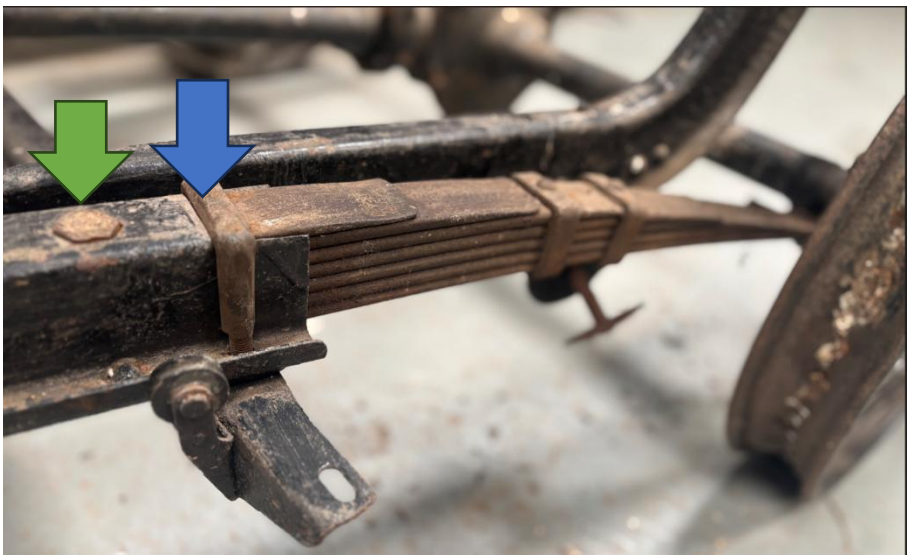
So I got hold of 500ml of acetate for £8, I already had some ATF (automatic transmission fluid). Mixed some up and it worked! They are now parted and cleaned up.

I continue to update the website, distribute the Crankhandle and also the Grey Mag. Plus occasional emails to the membership. As ever, contributions of material for the web site will be gratefully received.

Roly Alcock – Webmaster and Dogsbody.

Suspension Shed Night Pt 2 Eddie Loader

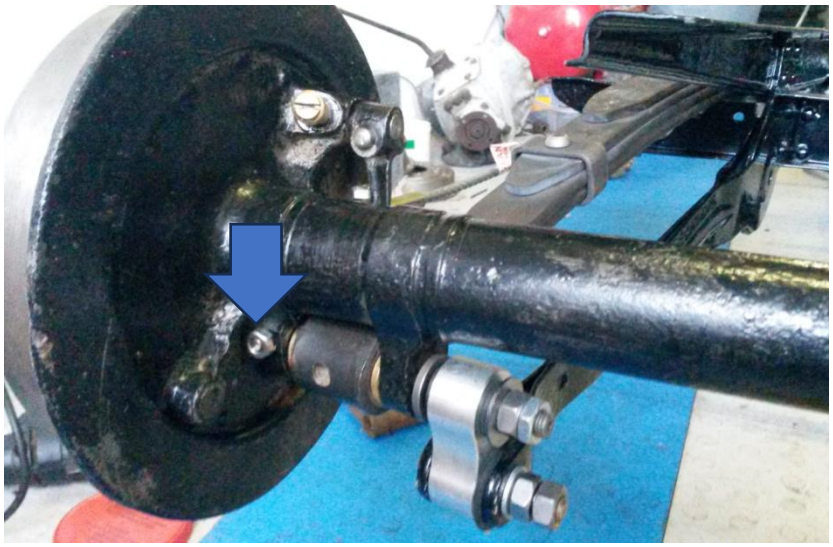
Removing the rear springs is often a difficult job if they have been undisturbed for years. The rear spring is fitted inside the chassis side member, which at this point is a closed box section. It is held in place by a U bolt (blue arrow), and an anchoring bolt (green arrow). that can often only be accessed by either lifting the body or cutting a suitable hole in the floor of the car.



Rear springs are often rusted in position and difficult to extract. One very effective solution, is to slacken the nuts of the 'U'-bolts and anchor bolts then drive vigorously around the block several times. This should free things sufficiently to enable the springs to be driven backwards out of the chassis rails using a large mild steel (MS) drift and sledge hammer.

The rear spring is attached to the axle by way of a hardened spring pin (see right), that rotates within a pair of shouldered phosphor-bronze bushes that must be a tight fit in the rear spring eye. Because the fit is tight, the bushes close up fractionally, and need to be reamed out slightly with a ½" reamer, to allow the spring pin to fit nicely. Remember, when using a reamer to cut only in a clockwise direction, even when pulling out of the bush otherwise you will risk damaging the cutting edges.

The spring pin is then inserted so that its flat aligns with the securing cotter - which is best inserted with the nut at the back, otherwise it will be difficult to extract at a later date. However, on early axles, the webbing on the back of the brake backplate makes it difficult to insert the cotter from the back.



Rear axle casing with spring attached, and shock absorber attached via shackle to spring pin. Note nut of cotter pin (blue arrow)

View from front left side of rear axle. Note hole for cotter pin (green arrow) and rest of spring pin sticking out to left for attachment of damper

When adjusted, the rear brake cable should be left slightly slack, otherwise it will transiently tighten when the car goes over a bump as the rear axle moves backwards and applies the brake unintentionally.

The leaf springs can be wrapped in Denso plumbers' waterproof tape to keep the abrasive road dirt out, and keep the grease in.

Dampers, colloquially known as 'shock absorbers', whose function is to reduce oscillations of the springs.

The very first A7s didn't have dampers,

Front damper

The rear damper on a Ruby (bottom) is shorter than on the earlier Box saloon (top)

The damper works with 'Ferodo' type disc (similar to brake-lining material) held between brass discs. There is a suggestion that wood was used as the friction material during WW2.

The rear damper works by having a static part which is a hanger from the frame, and the moving part which is connected to the axle, separated by the friction disc. Never lubricate them.

Only the front damper should be adjusted, the rear ones should be tightened up fully. Test the damper by pushing down on the corner of the car. It should rise up, and then will go slightly down, but less than halfway, otherwise the damper is not working properly.

The tyres also contribute to suspension. Early cars had beaded-edge tyres, which engaged a groove in the rim, and needed a pressure of 60psi in the inner tube to keep them firmly attached to the wheel. The subsequent design with a deep well rim allowed for conventional tyres, and much lower pressures, and thus a more comfortable ride.

Black & White Villages tour Jeremy Plummer

Thirty five people attended this historical tour, in 16 cars, mostly 7s, but also an MGB GT, a Swallow, a Morris Minor Van, and an Austin 10 Cambridge. Nat and his daughter Esther, who are in search of an early Austin 10, were chauffeured by Peter Hewitt.

Hereford means 'Army River Crossing', with the fords being at the Victoria and Greyfriars bridges. In Medieval times, Leominster vied for importance with Hereford.

Leominster

Minster means a community of clergy, but the first part of the **name** maybe from either of the following:

Earl Leofric, who controlled the whole of Mercia just prior to the Norman Conquest, and who was married to Lady Godiva. She felt the taxes he imposed on the ordinary people were unfair, and he said that he would rescind them if she rode bareback through Coventry.

Leon means 'flooded area',

The Romans left England in 410 AD, having converted many of the urban people to Christianity, but the country dwellers were still mostly pagan. Elfrith came from Lindisfarne in 660 to convert the King of Mercia, who then build Leominster **Priory**. The area was an island between the Lugg and the Kenwater, with the Pinsley Brook feeding the Monastery's fishponds which were stocked with Grayling fish. This original church was subsequently damaged by the Vikings around 900 AD.

In 1121, Henry 1st, having founded the first Benedictine Monastery in Reading, was looking to build a second, and chose Leominster. It has round Norman arches, which are still visible in the nave.

At this time, Leominster was prosperous, having many guilds, including the Drapers and Cordwainers (shoe-makers). The wool was famous, and Elizabeth 1st had her undergarments made from it.

The monasteries were very wealthy, the one in Leominster trading in wool (known as Leominster Ore, i.e. gold). In the 1540s Thomas Cromwell devised the first and second Acts of Suppression to take this wealth from them, to use in funding Henry VIII's wars. This resulted in the demolition of all of the Priory buildings, apart from the nave, which was purchased by the townsfolk, and converted into their parish church.

Leominster is now known for antiques and bric-a-brac. It is said that Cotswold traders come and buy here, and then resell in the Cotswolds for several times the price that they paid.

Eardisland has the oldest **AA box** in the Country, it was found in a nearby garden and reinstated in its original position for the Millenium celebration. The AA was founded in 1905 by a small group of motoring enthusiasts who wanted to warn fellow drivers about speed traps. This was in response to the zealous police enforcement of driving restrictions, in turn supporting the ordinary people who found the early cars were damaging their roads, making them impassible for horse-drawn carts. Teams of AA cyclists identified the traps, and if a member passed a patrolman who did not salute, that meant there was a nearby police speed-trap. The Eardisland AA box was run by Frank Gittoes. His duties including putting out red flags either side of any flood water, and also getting weather forecasts, by using the AA box phone, ringing Franklin House in Birmingham.

The Manor house in Eardisland is timber-framed, but has an 18th Century brick façade, added at a time when bricks were rare and expensive, thus demonstrated the wealth of the owners.

The **dovecote** next to the millrace was built in the 1650s, and is now a community shop, but used to house 865 birds, all using a tiny entrance at the top of the dovecote. At that time there were 26,000 dovecotes in Britain, of which fewer than 10% still exist. Dovecotes originated from the middle East, Iraq and Iran, and were brought to England by the Romans, and then again by the Normans. They were for the wealthy, and provided meat (from the young pigeons, called squabs); Guano, used for hop growing, and from which saltpetre explosive was extracted; and feathers for bedding. Following the industrial revolution the dovecotes quickly fell out of use.

None of the houses in the border villages predate 1410 because the Welsh Commander Owain Glyndyr, burnt them all down. The wood-framed buildings would have been unpainted until Victorian times, when black and white came in.
These early houses had no upper storey until about 1500, when a first floor was inserted to provide a bedroom, called a solar (probably from the Latin meaning private). In some cases this meant lifting the roof, which can be seen in the pattern of beams in the gable ends.

Pembridge

The **New Inn** dates from the 1600s, but there has been a hostelry on the site since 1120 and the vaults underneath the current building may date from then. Owen Tudor, who lost the **Battle of Mortimer's Cross** (in the Wars of the Roses) was brought here to sign his surrender before being beheaded a few days later in Hereford, outside the modern-day M&S, commemorated by a brass plaque on the pavement. The battle had been between the Tudor army and Edward Mortimer of Wigmore Castle on 2nd Feb 1461. Edward's army was heavily outnumbered, but as the sun rose, there was a rare meteorological event of a parhelion, when three suns are seen. As Catholics he, and his army, interpreted this as the Holy Trinity, a sign from God. By midday his army was victorious, and soon after Edward was crowned Edward IVth.

The Charter to hold a **market** fair in Pembridge was granted in 1222. Employers and labourers would meet there, and a labourer would be taken on for the year. This continued until the introduction of Employment Exchanges in 1922

The **Market Hall** dates from the early 1500s and is unique in having the only original beaten-earth floor. A stone was placed to show where the Market Hall would be built, called a Mark (i.e. marking) Stone. This is the origin of the word Market.

St Mary's Church is Grade 1 listed (of all 400,000 listed buildings, 92% are Grade 2, 6% are Grade 2*, and only 2.5%, i.e. 10,000 are Grade 1).
The church has one of Herefordshire's 7 detached bell towers (there are only 42 in the country).
The belltower was used to summon parishioners to mass. It is unknown why it is detached from the church, but the reason may be that the church is built on sloping ground, and the

additional weight of a belltower would have overwhelmed the foundations. There were frequent border wars until the Act of Union between Henry VIII and the Welsh in the 1540s. During these wars the villagers would take refuge in the Church and Bell Tower. This is why the original open Wooden Structure was filled in with stone, and why the door has gunshot holes in it.
There are no Saxon churches (i.e. prior to 1066) in Herefordshire, and the original building on the site would have been Norman. It was rather low and dark, and was replaced in 1330 by this much taller and larger church, reflecting the wealth of the village. Building techniques had improved by then, with the introduction of the Early English Perpendicular style, which used the pointed arch, rather than the round Norman one. This allowed more weight to be carried above the arch, giving a much higher wall, in which were placed clerestory windows. Curiously the Chancel has remnants of an old Norman column and part of an arch on either side, perhaps kept by the subsequent builders as a reminder of the previous building. It is possible to date the construction of St Mary's to about 1330 from the individual Masons Marks on the columns. The building season was from April to October, as everything became too waterlogged and cold in the winter. Two bays were built each season, and there are 6 bays. It was completed just before the bubonic plague (Black Death) of 1348, which resulted in the demise of 50-75% of the population.

Threads used in the A7 Ray Moses

Following our articles about the many threads used in the A7, Ray knows of another thread type:

The half shaft and Crankshaft starter-dog have unusual threads of ⅝" x 16 TPI.
This thread seems to have originated in America and is recommended for the ends of shafts. Herbert Austin spent some time in America studying production techniques.
Taps and dies are very difficult to find for this thread, but Dave Cochrane used to have some.
The thread was used in BMC and BL engines right up to the time BL went metric in the 1970s. They were used on the front end of the crankshafts of A Series engines (as used in the A30, Morris Minor, Mini and Sprite).

We still don't know what the thread on the fuel filler cap of the Chummy is. Does anyone know??

LEJOG Annie Peake

Pin Thetford, who helps Annie to keep her car, came across this intriguing glossy hand - out :

The Church

The Car

and the Vicar

Please back

the Vicar !

and his car

for the Church

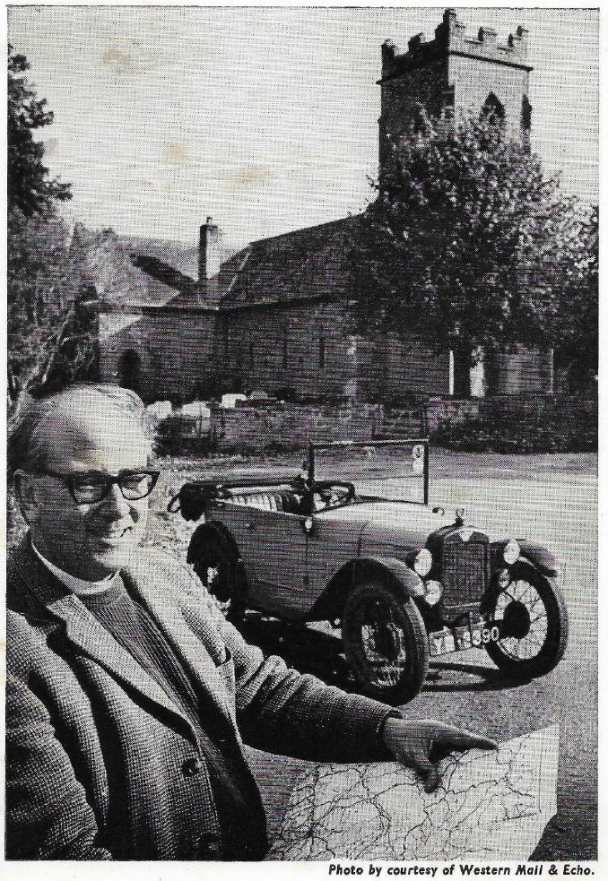


Photo by courtesy of Western Mail & Echo.

I am writing this on the morning of March 19th—the day of The Cheltenham Gold Cup, in which my cousin's horse " The Dikler," is running. But I want you, please, to back *me*—not for the Gold Cup, but to drive from Land's End to John o' Groats (878 miles) in 36 hours in my 1928 Austin Seven car, whose picture appears on the front of this card. I plan to start at 4.15 a.m. on Tuesday, June 23rd, and hope to arrive by 4.15 p.m. on Wednesday, June 24th ; and if you will become a sponsor, I shall be very grateful.

I am asking sponsors to give me £1—or more—if I succeed in my aim, and the entire proceeds will be paid into the Repair Fund for Dingestow Church (also in the picture). We need a very large sum to complete the repairs : parishioners have given some £600 (over £4 a head) : and I shall pay my own way for the drive. If I fail to complete the run, I shall claim nothing from you ; but I do stipulate that if I am held up by the Police, I shall be entitled to deduct the time taken over this from the elapsed time, unless the car is declared unroadworthy.

Those who complete the enclosed form of sponsorship will receive a time-table for the run : but I shall only start if I receive sponsorships amounting to a total of not less than £500 before the start.

Please help if you can.

DINGESTOW VICARAGE,
MONMOUTH. NP5 4DY.

Pin notes that the Reverend hasn't troubled us with his name, however after a bit of a search, Pin found that he was mentioned by Bill Boddy in Motorsport and it is the Revd. Robin Newman who did in fact successfully complete his trip from ***Land's End to John O'Groats in 1970*** *and raised more than £500 in doing so.*

Little did he know at the time that his cousin's horse, "The Dikler" was to achieve immortality and to win the Gold Cup 3 years later.

His Austin 7 - ***YW 3390*** *- is still in existence according to the DVLA and is currently taxed. It does very much have a look of CJ about it in the photo, although it is currently registered as blue in colour.*

I wonder if it would be possible to find the current owner who might like the glossy card for the car's history....

Early Zenith Carburettor, Part 3: the Jets

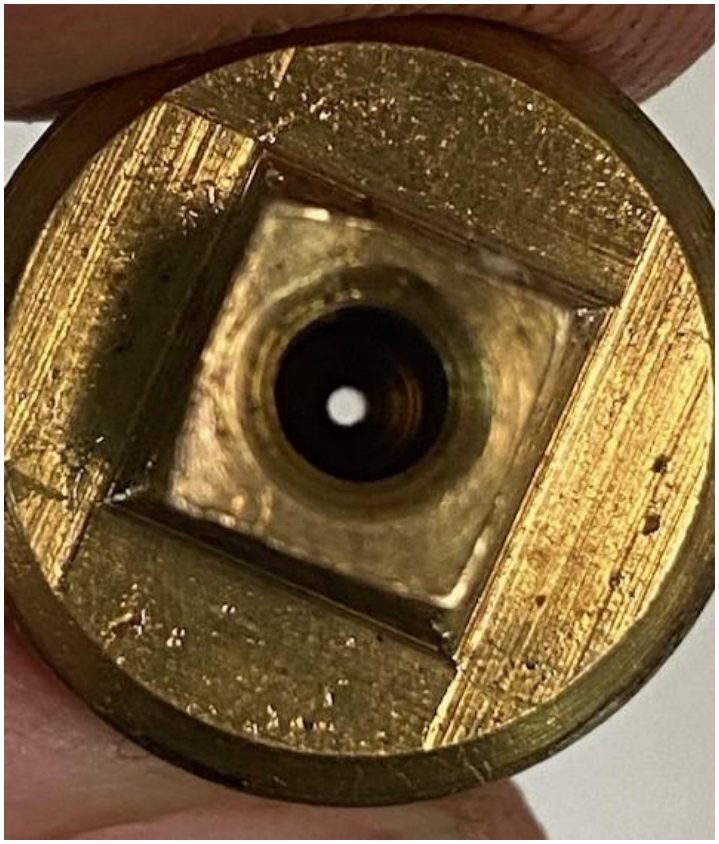
Frank Sibly

The brass jets have been placed outside the carburettor body, to illustrate their relative positions. The slow-running/compensating jet is on the left (blue arrow), together with the mixture jet (green arrow) with the normal jet on the right (orange arrow).

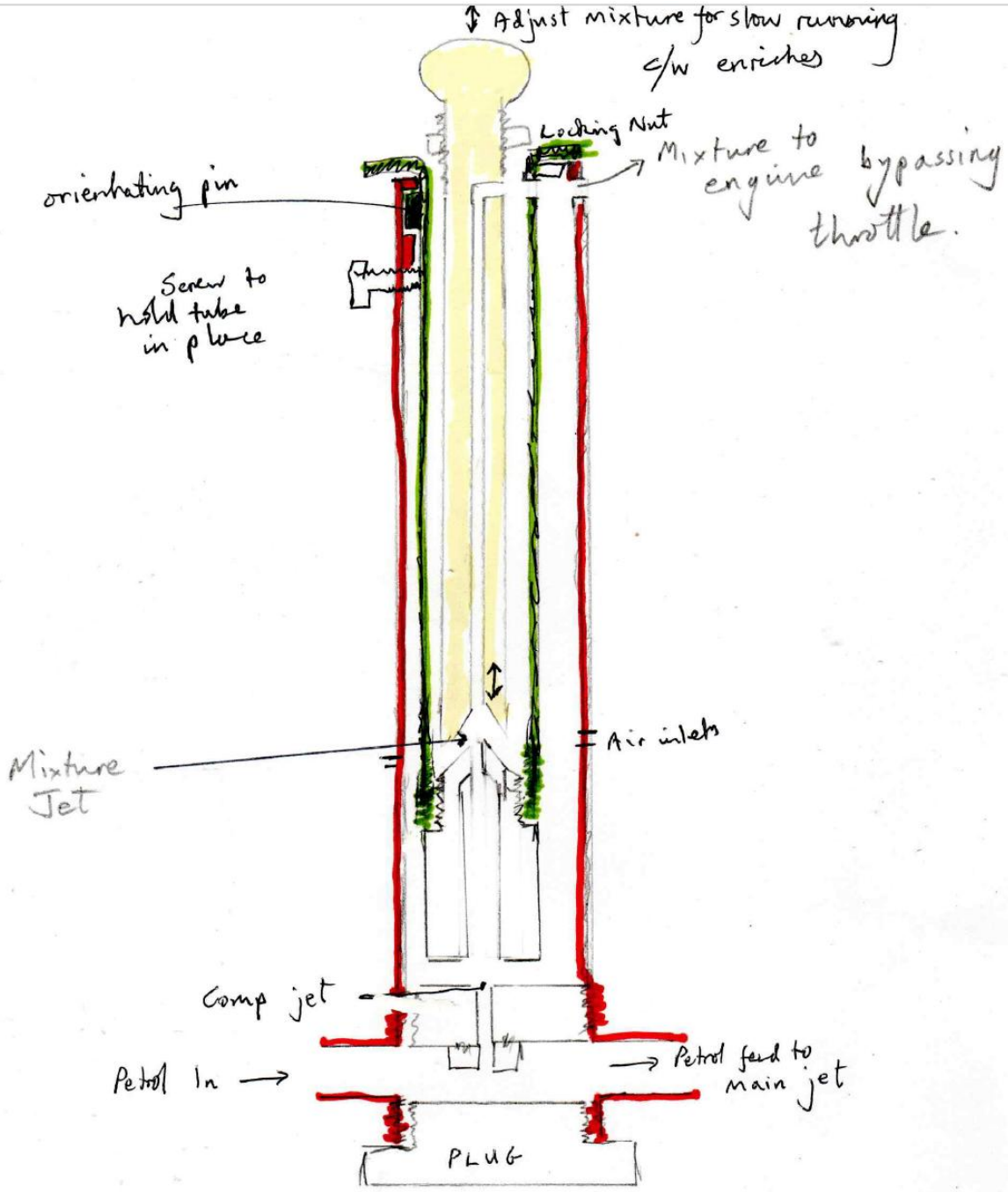
Left: Two of the 3 jets, on the left is the compensating jet, and on the right is the main jet.

Right: a jet seen from below, with the hole at the far end being where the petrol is sucked into the mixture chamber. The raised square is the part that engages with the carburettor key

If blocked the jet is best cleaned with an air compressor, as used for inflating tyres, and do not push a wire though the hole to clean it, as this can damage it.



The compensating/ slow running jet:



When the throttle is closed, the main jet does not supply the inlet manifold. Instead, fuel is sucked in through the compensating/slow running jet. This jet also comes into play when the engine is under heavy load, or at high speed, and needs extra fuel

The components of the slow running device

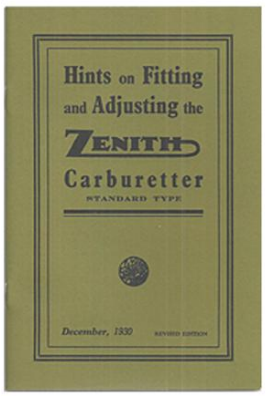
The compensating jet is at the bottom (blue arrow)

The middle section (green arrow) is the mixture jet, which screws into the top sleeve (orange arrow). It is detachable so that it's jet can be cleaned. Note the hole (black arrow) in the top sleeve for air intake

The tube on the right (grey arrow) sits inside the top sleeve, going in from the top, and is the mixture control, with a female cone being brought close to the male mixture jet cone. The locking nut and thread at the top allow its position to be varied.

The sucking noise you hear when the car is labouring, is the petrol being sucked through the slow running tube

The 1930 handbook on the A7 carburettor has been reprinted by the Bristol A7 club for £5



Tail lights

A cement mixer recently crashed into a prison bus on the outskirts of Hereford... Police advise everyone to be on the lookout for a group of hardened criminals!

Deadline for next issue: 20th November

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

Ideal article length is up to 700 words, preferably with at least 2 photos or illustrations.
Longer articles also very welcome, especially if they can be divided into parts for subsequent newsletters
Short notes, say 150 words, also popular. Please keep writing!

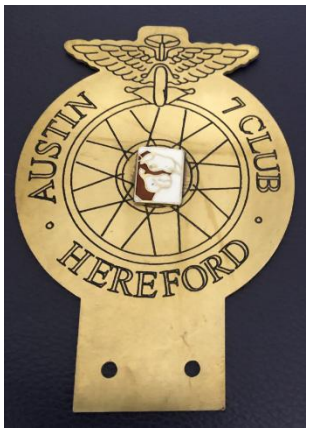
Club Regalia

Available at most monthly meetings from the Treasurer

Windscreen Stickers £ 2.00

Sew-on Embroidered badge: no longer available,
But could be ordered if enough interest.

Radiator Badge £20



Lapel Pin Badge £2

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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/