



Founded 2009

The Crankhandle

July 2026 Issue 99

NEWSLETTER OF THE HEREFORD AUSTIN SEVEN CLUB



**Visit to the Waterworks Museum May Sun 24th
An invitation from the Austin Ten Drivers club.**

Several members from the HA7C enjoyed the visit to the PWA7C Stonehurst Rally in Leicestershire at the end of May and a few of us made a week's holiday out of it, exploring beautiful countryside. Amongst us, we had the three Austin Seven jewels parked together during the week hence, a Ruby, Pearl and Opal attracted lots of local attention. One such place was a working flour mill and a couple of us were privileged to be allowed to climb the eight floors to the top into the 'cone'. In addition to experiencing the noise and precarious ladders, we also made our exit at ground level, 45 minutes later, looking very white from excess flour, a scene of great amusement to all concerned. It was a wonderful week, meeting up with A7 friends whom we have shared time with over many years.

Also, it was a pleasure to meet face to face, some A7CA committee members including Gordon England who manages the archive for the Association, and Robert Foreman, one of the editors of the Grey Mag. We shared our journey up to Leicestershire and the return with HA7C members Jane Turner and David Fowler in their immaculate Pearl. Both cars ran impeccably over the week's total mileage of 468.

Other activities and happenings recently include a few committee changes. Kip Waistell has chosen to stand down as treasurer and we are grateful that David Southcott has volunteered to fill the post on a temporary basis until the AGM next year. We are also very grateful to Nat Johnson who has agreed to shadow Roland Alcock as Webmaster to ensure back-up if Roland was unable to carry out the function in the future.

A very enjoyable 'Bring-a-Car night', of which you can read about elsewhere in this edition, was attended by thirty members and this year there were two standards of entry. There was of course the Austin Seven entries and also, for 'lesser' mortals, classics and other vehicles! Five members attended the Highnam Court charity event on the 4th July attracting a steady stream of interest in their cars with the Clubs' sail-flag advertising our club and prompting conversation.

You would have noticed, I am sure, that this edition of the *Crankhandle* is the 99th. Annie will be looking for articles for the 100th edition, to be published in September, so please help her out by providing material for this special edition. Even the smallest contribution will be gratefully received.

We still have plenty of summer left in which to enjoy our Austin's including the Chairman's Run and Gloucester Retro in August followed by Frank Sibly's Club holiday in September based at the Metropole Hotel in Llandrindod Wells. Whatever you do, enjoy it.

Happy Sevenning,

As club secretary I would like to look at how we communicate with each other within the club. Please find me at the next meeting or email me anytime with your thoughts. I use WhatsApp more than email with my business and I'm interested to know how many of you also use WhatsApp.

Well done to all of you who joined our club "Bring Your Car" night in Hereford on the last Tuesday of June. We had a great selection of cars and were all reminded of the fun that can be had by socialising with fellow club members.

Our next Committee Meeting is in November so plenty of time to let me know if you have anything that needs to be raised for discussion.

Membership Secretary

Julia James

It has been a very pleasing start to our new Club year, to date we have not lost any Members, but gained 9 new members since 1st October 2025.

1st Oct - 29th April

Honorary Members:	4
Family Members:	41
Paid up Members:	65
Total voting members:	110

Signed up for internet:	74
Grey Mag subscribers:	22

Derek Choppen kindly continues to post the 'Crankhandle' to our 5 members that do not have email addresses.

Because the demographic and distance a few members live away from Herefordshire, I have begun posting their membership welcome pack ie Lapel Badges and window stickers.

We have a new member Robert Blackstock who has an Ulster made from a 1937 Ruby.

He is from near Monmouth. He is looking for some Girling Brake Springs (Stud Type), part number 1A4141. Normally David Cochrane stocks these, but they are marked as out of stock. Does anyone know where he can source them?

Contact Robert on 07933 704483 or robert.blackstock67@hotmail.co.uk

Not much has happened with the website apart from keeping the Events page updated and adding technical articles as they come available.

As ever, I would welcome suggestions and content to place on the website. I understand that Nat Johnson has kindly offered to shadow me for the website, and that is a relief, to ensure secession in case of anything untoward.

Hopefully those of you who subscribe to The Grey Mag are receiving your issues which I sent out at the beginning of this month. If you have not had received a copy and believe that you should have done, please contact me.

My 1933 RP has demanded attention as it has started merrily steaming away after only three miles of driving on level roads. So that radiator is off to be re-cored. While the radiator is out of the car it is easier to tighten down the butts that hold the block down to the crankcase as that has started weeping.

My green MG MGB GT has now been sold at Brightwells and this will make life far easier for accessing the A7 and the other MGB in my garage. As there was only four inches clearance each side when bring cars in and out of the garage, I was sure that sooner or later I was going to unnecessarily graunch on of them.



From your Editor

Annie Peake

We have some good stories of how members discovered Austin 7s, and I will include a few at a time, from now onwards. Please keep them coming.

Next Issue 100 - Versatility of the Austin 7 for 100th Crankhandle

The next edition will be the 100th of the Crankhandle and I propose that we celebrate the **versatility** of Austin 7s. Please send in photos with a short explanation of your Austin or

someone else's. The Austin is a small, light, uniquely useful car, amenable to all sorts of things. That might be for picnics, weddings, carrying goods, pranks, long distance travel, moving house, transporting animals, you name it, and I'd like to see it.

I look forward to your contributions. PLEASE SEND SOMETHING IN!

Here is a recent contribution to whet your appetites.



Wedding of Becky Smith and Louis Parsons 11 July 2026

Flowers everywhere and backseat filled with champagne

An (other) Austin Seven Adventure. The Netherlands, 2026.

By Michael Ward

Last year, we were fortunate to be invited to the Dutch Pre-War Austin Seven Club Rally in Gelderland in Eastern Holland and thoroughly enjoyed their hospitality and a part of the Netherlands which we were not so familiar with. This year, bitten with the bug, we decided to venture further into North Holland than we had been in the Austin Seven before although, we had taken our touring caravan and bikes to that part, a couple of decades ago.

We again joined up with Marion and Peter Lawson from the Essex A7C to test the 'hills' of The Netherlands with the help of our 750cc engines. The first leg of our journey started on Sunday 12th April to travel the first one hundred miles to Wendover where my eldest daughter Susan and husband Mark live. The first 50 miles became wetter and wetter but then eased off so that when reaching Wendover, it was dry, top-down weather for the 'Buggy'. The following day was not only dry but was the blue-sky conditions that we would enjoy for the next twelve days. Although busy around Bishop's Stortford and Colchester, ninety percent of the journey was enjoyed in country lanes to take us to an overnight ferry from Harwich to the Hoek van Holland. After meeting up with Marion and Peter and having an evening meal, we enjoyed the luxury of our cabin and a very smooth eight-hour crossing.



It was easy access out of the port, to the road north passing through delightful Dutch villages and stopping for breakfast and later, a coffee stop at a converted village theatre with stage and curtains still in place! We were soon driving through field upon field of tulips; each field a different colour, magnificent. We then drove on to the small coastal town of Volendam, almost joined to Edam, famous for its cheese, covering a

total of 92 miles. We stayed two nights enabling us to explore the locality and buy some cheese of course, before continuing north to the coastal town of Hoorn with its fascinating architecture. On leaving Hoorn, we stopped on the outskirts at one of the oldest windmills in Holland which was built in around 1629. The mill keeper was keen to tell us that it was the oldest working mill still operational. It made a lovely picture with two Austin Sevens parked outside! It only took another 30 minutes to reach the outskirts of the town of Enkhuizen which was as far north as we intended to go during the whole stay in the Netherlands. Enkhuizen is known as the start of the 29km dyke crossing of the IJsselmeer and Markermeer

which is a great fete of engineering with nothing but sea either side until reaching land again at Houtribsluizen. We were all so pleased to have made that journey, but two little Austin Sevens seemed so very vulnerable on a two-way non-stop road at a constant 45mph in heavy traffic. After a brief stop, we travelled to the town of Olderbroek where we soon found our two-night accommodation on a farm on the road to Elburg. A total of 91 miles covered today but a memorable journey.

During our stay in Olderbroek, we had planned to all go to the delightful village of Giethoorn, an easy and enjoyable run, about 35miles northeast of where we were staying. Giethoorn is a unique village as it has no roads! This is more than made up by the fact that it has canals that go in all directions necessitating each house having to be served by a bridge. Many of the properties are thatched which make it even more pretty. Soon after lunch, Marion and Peter left to drive eastwards to meet up with a distant cousin while June



and I walked further into the village to soak up some more of the Dutch culture and historic atmosphere. Another enjoyable day concluding with an ice-cold beer sitting on the terrace of our log cabin watching nothing but grazing cattle across miles of farmland and of course, many canals.

On Saturday morning after a 30-minute maintenance check and a hearty breakfast, we set off in a westerly direction bound for the town of Bodegraven, just three miles north of Gouda, Zuid

Holland.

To be continued in the next edition of the Crankhandle.

Michael Ward.

Visiting the Waterworks meeting of the Austin Seven Club recently, got me thinking. Social media and social networks get a bad wrap, often rightly so– but on the plus side – it's only human nature to want to connect. After all *No man is an Island*– As John Donne said.

A long time ago I studied social groups; ants, bees, flocks– then upgraded to human social networks and came across an interesting definition; a social network is just a group of individuals with a common interest. It might not seem like the greatest definition in the world but on closer examination it's pretty illuminating.

There are 'in' groups and 'out' groups everywhere. Birds of a feather flock together etc. So you can support Arsenal or Tottenham but not usually both. You can be A7 or A10, you can vote leave or remain. You can also join the quilters, the local book club, the amateur dramatics, the local AA or the drug den.

The illuminating thing is, that on one level it's not really about *the thing* at all. In 1995 Roger Putnam wrote *Bowling Alone*. It was about the decline and closure of the good ol' American bowling clubs. They didn't lose bowling as much as they lost community, friendship, support and laughter. It is said the epidemic of loneliness is a symptom of this. What we need is more small clubs, not fewer– more niche spaces to connect, more opportunities to learn about new things with new people. That's what the politicians tell us. The fact is these spaces already exist. All you have to do is get off your screen and lift a few stones to see what's crawling underneath.

Lecture over.

I've always quite liked Porsches. (A childhood, fighter pilot neighbour, collected 356s) But I've always been amused by the fact that there are more members of car clubs than owners of the car themselves. Who are these weirdos I thought?

It turns out those weirdos are me.

I am a keen fan of the Austin 7. Always have been, always will. I can't explain why because it's inexplicable. So by pure serendipity, it was a great pleasure that I discovered the HA7 club.

The club has been nothing but kind, funny and welcoming– the best kind of club. Of course, I've had to blag that I'm 'between cars,' when in fact I'm an *on my uppers, newbie*. But things change– time and wealth expand and contract and I hope to become a proud owner and future trials trophy winner soon.

Remember it's not about the car. If the A7 didn't exist, someone would have to invent it. Otherwise we'd all be Bowling at the Richmond Club instead.

In the meantime, I'm grateful that Mr WD invented more than 39 lubricants and Sir Austin invented 7 cars.

Meetings like those at the Hereford Waterworks bring me tears of joy. It is a waterworks after all.





On one of the longest days of the year, we were invited to bring our cars along to the monthly meeting. Despite the threatening rain, it was a great turnout – 15 vehicles, including Mike Smith's part built half size traction engine, on a trailer, 2 classic MGs and a lot of Austins.

Nigel Styles, from the neighboring Salvation Army gave prizes for the vehicles he would best like to take home. Nigel seemed genuinely interested in the bunch of assorted cars. He picked Lee Duggan's 1937 Ruby, out of the Austins, and of the non A7 entries, he chose Nat Johnson's 1936 Austin 12/6.

We attended a car show at St Michaels Hospice on July 5th in the hospice grounds to display our Ruby, knowing that Richard Hammond supports the event and would be making an appearance during the day.

We found that a member of the Bristol Austin 7 Club was also there with his Ruby. Henry has achieved some recognition for also being a young Austin 7 enthusiast and restorer, so he and Sydney got on very well.

When Richard Hammond was walking around judging for the best in show award he and Sydney got talking which led to a special mention for Sydney and Henry when the best in show award was being handed out. Please see our video of the event to see for yourself <https://youtu.be/cOnReAn NtU>



Last year we read about a car club called CAAR, which organises rallies on a non-profit basis, and decided to give it a try. Although most members owned classic rather than pre-war or vintage cars, everyone was so welcoming that it made no difference. We joined their Cornwall, Devon and Somerset rally in May: ten cars, nineteen participants and a thoroughly jolly crowd. The format was ideal, with hotels arranged but routes and attractions left entirely up to each crew. Naturally, Myrtle the Austin Seven Chummy came with us, and we hoped for better luck than we had enjoyed in Wales the previous weekend, when our 1974 Fiat, Cicely, had broken down.

As Jamaica Inn on Bodmin Moor was too far to reach in one day, we stopped overnight at the New Inn near Okehampton, a delightful timbered inn dating from 1350. It offered a warm welcome, an excellent meal and a huge bed, though reaching it meant negotiating narrow lanes even more potholed than those in Herefordshire.

The next day we visited Bodmin Jail before arriving at Jamaica Inn, where little Myrtle was soon dwarfed by TVRs, Jaguars, BMWs and Mercedes, many driven by former rally champions. The inn itself was wonderfully atmospheric and, having started reading Daphne du Maurier's novel the previous evening, I could easily imagine smugglers and wreckers as the wind howled outside.

Sunday was spent exploring the magnificent Lost Gardens of Heligan, Charlestown, Fowey and Mevagissey, which seemed sadly to have succumbed to cheap cafés and marauding seagulls. Monday was more relaxed, with visits to a trout lake, several impressive stone circles and abandoned tin mines.

On Tuesday we left early for Woolacombe Bay, diverting to Port Isaac, where we probably drove into the village illegally and then struggled up a fearsome hill to escape. There was no possibility of stopping to see Doc Martin's house, as even an Austin Seven could find nowhere to park.

We then continued to Tintagel, by which point Myrtle had had enough of steep hills and began making alarming noises. We stopped to check that no wheels were falling off and, after a mysterious cure involving a short reverse into a private drive and a reassuring chat with the car, all was well again.

At Tintagel we escaped the £22 admission charge thanks to our English Heritage membership and viewed the remains of Arthur's legendary castle before continuing to Boscastle. Watching a film of the devastating 2004 floods, I was amazed that so many cars had been left in the car park despite the rapidly rising waters.

Late that afternoon we arrived at the huge hotel at Woolacombe. Our room overlooked the sea and was splendid, although some menu prices were eye-watering. Fortunately, our own choices proved excellent.

Wednesday was blustery, with sand blowing almost to the hotel itself, so after a short walk

and a Cornish pasty we spent the rest of the day relaxing and reading.

Thursday took us to Arlington Court. Despite torrential rain on our arrival, we greatly enjoyed the fascinating coach museum and the house itself, particularly its collection of model sailing ships.

Friday brought the challenge of Lynmouth. Looking up from the village at the road climbing out, it seemed to disappear into heaven itself. Myrtle, however, rose magnificently to the occasion, tackling the 25 per cent gradient in first gear and then coping equally well with Porlock Hill.

We visited Cleeve Abbey, with its superb medieval remains, and then found the new Classic Car Museum near Taunton, where we were delighted to recognise an Austin Seven Special belonging to an acquaintance who had driven it from Helsinki to Tokyo for the Rugby World Cup. A visit to Wells Cathedral followed before we reached our final hotel near Bristol. The staff and breakfasts were excellent, though charging £12 a day to park in the countryside seemed rather excessive.

Our final full day included Cheddar Gorge and Brunel's magnificent SS Great Britain. Seeing her restored from the wreck we remembered years ago was a reminder of Britain's once-great confidence in engineering and innovation.

On Sunday we said our goodbyes and headed home, completing 750 miles at 45 mpg. There was one anxious moment on the Severn Bridge when Myrtle stopped completely, but I soon realised I had simply neglected to give her a drink. Refuelled, she sprang back into life and carried us home in time to watch England's wonderful women defeat France and become Six Nations champions for the eighth consecutive year.





A7 Crankcase Refurbishment

Bob Garrett

Brian Wooster (HA7C Member No 8) from Middlewood near Dorstone is currently having his Ruby engine re-built - but before work could start, the crankcase needed some attention. It is not uncommon for the front main bearing lip to be damaged in Austin Seven engines nearing 100 years old but in this case, all fourteen sump bolt threads were in a poor state.

The front lip was almost non-existent and the following photographs show the condition of the sump bolt threads



Typical of many sunken 'Helicoils'



One or two raised 'Helicoils'



One oversize stud

Clearly, it would be impossible to achieve an oiltight and secure sump to crankcase joint unless these problems could be resolved. So, after removing the strange oversized stud and all the Helicoils (by drilling and using a left-hand taper extractor), all fourteen sump threads were drilled $3/8"$ Dia x 32 tpi tapping i.e. $11/32"$ Dia (78% engagement). Each hole was then carefully threaded $3/8" \times 32$ exactly at right-angles to the joint face using a simple two inch Dia mild steel 'button' held firmly by hand against the alloy face.



Installing a brass bush prior to cutting-off flush

Next, a length of $3/8"$ AF Hexagon brass was turned down to $3/8"$ OD, bored a nominal $3/16"$ Dia and threaded externally $3/8" \times 32$ tpi, about one inch at a time - screwed tightly into the threaded sump bolt positions and secured with high strength Loctite 648.

Each brass insert was then sawn-off close to the base of the crankcase. The protruding inserts were initially trimmed using a suitably sized pin drill with a 3/16" Dia pilot then the whole sump face filed flat and finished flush by lapping with grinding paste & diesel on a lovely flat offcut of granite kitchen work surface.

Finally, the pilot holes were opened-out to ¼" Whitworth tapping i.e. 5.1. mm Dia (76% engagement) and threaded ¼" BSW to correspond with Sir Herbert's original design.



Brass inserts complete and threaded ¼" BSW



New steel front lip

The remains of the front main bearing flange were machined away and a new steel flange set-screwed in position all as previously described in Section 1 of the A7 engine building article Part 1 pages 4, 5 & 6 previously published during 2018-19 in our Newsletter *Crankhandle* and available in the Technical section of the Club's Website.

With a crankcase now like new - Brian's engine rebuild can continue.

*If you are thinking of repainting your Austin ask your Coach Painter
to show you*

PARSON'S COLOURS

or if convenient—pay a visit to—

PARSON'S SHOWROOMS

315-317 Oxford Street, London, W.1

and see the large Motor Panels in actual Paint and Varnish.
You can more readily visualise from these what your Austin
will look like in a particular colour, than from the small tabs
usually displayed in books, or on cards.

*Branches at :—GLASGOW, MANCHESTER, NEWCASTLE, BRISTOL, LEEDS,
NORWICH, SOUTHAMPTON, BIRMINGHAM, LIVERPOOL, CARDIFF.*

I got into Austins from a very early age through my grandfather. He had an Austin A70 Hereford which is effectively a large A40 Somerset. To this day this car is still in the family and will soon be coming up to Herefordshire with me where I intend to use it often, as well as the Austin 7 of course. Its 2.2 litre engine and column change gearbox



makes it very easy to drive and the large bench seats make the car comfortable too. I can remember going off to car shows when I was very young, sitting in the back with my grandparents in the front. I have recently done the head gasket on it and now I can drive the car. There are some bits I'd like to do as the clutch is slipping but overall it's brilliant and I can't wait to bring it to club meets.

On the 12th of March 2022 we got our Austin 7 Ruby. At the time it was in a poor state, almost unsalvageable, completely rotten and abused by children who saw it as a climbing frame and something fun to destroy. However a friend of ours rescued it in 2004, stripping it entirely, spending lots on welding and painting, but then did nothing with it. That was until 2022 when we bought it as a huge jigsaw puzzle: a bare chassis. The engine had been in a wheelbarrow in the elements for almost 20 years. I still remember my first job at 13 was to strip the brakes and clean everything before moving on to the engine, followed by the bodywork and wiring. We did pretty well. Our first drive was on New Years



Eve that same year. The car certainly wasn't complete (no windows) but it was drivable and that was all that was important. We also moved up to Herefordshire from Kent last August so we decided to drive in the Austin 7. We completed the trip in one day totalling about 8 hours of driving with absolutely no issues at all.

We have since done a lot of work to the car and now our only main job is to finish the headlining. I have fitted an SU with a nippy manifold to it which has made a great difference

to the drivability of the car, especially in Herefordshire where there is a hill in almost any direction. We use the car a lot, but we wanted a slight increase in power without ruining it, hence finding period spare parts. I have replaced all the friction material in our shock absorbers and all the bushings related to the shock absorbers. This has made the car completely different to handle, much more drivable and more comfortable.

If you would like to watch any of our videos click this link

<https://www.youtube.com/@classicandvintagecars>

Sydney Earl

How I Started in Austin Sevens

Bob Garrett

It's often a struggle to remember what I did yesterday – but amazingly, I can quite clearly recall how my interest in Austin Sevens was ignited whilst at school in the mid 1950s.

I imagine it's different nowadays but my old grammar school had a technical building where aged eleven, during the first year, we studied metalwork and Technical Drawing - which I remember enjoying a good deal more than Latin. During 1955, the science master's early thirties Austin Seven van was condemned - suffering an impressive degree of corrosion. Under heavy braking, the driver's seat became detached from the thin rusty floor & crossmember and shot the hapless master into the back of his van. Luckily, he crashed into a hedge and was unhurt. By good fortune, the chassis was undamaged and found to be in good condition, probably protected by years of excessive engine oil leakage. The chassis was cleaned-up and put on-display in the foyer of the technical building.



My first car - Version 1

To me, this Austin Seven chassis became an object of great fascination, particularly when I learned that enthusiasts were constructing two seater sports cars based on such items. So, for the next six years, I spent many hours sketching and designing my first A7 Special. I clearly recall that the covers of most of my school exercise books contained numerous preliminary sketches of my dream car.

Aged about sixteen, my father cunningly offered to buy me a car if I promised not to smoke. Although arguably at that age, both activities could be considered equally dangerous. Anyway, I couldn't afford to smoke so I accepted the deal.

I was determined that my first car should be an Austin Seven and we quickly identified and went to see three examples for sale in the Cheltenham area. They were all in regular use, mainly because this was before the introduction of the MOT test and naturally I fancied the most expensive one at £15. This was a Ruby in truly excellent condition that my father decided was far too good for me and in hind-sight he was probably right. The cheapest one, a Box Saloon at £5 (although running), sounded decidedly rough and was visibly falling apart so, that too was rejected. We settled on a Ruby which seemed rust free and mostly mechanically sound but needed some minor TLC and seemed good value at £10.

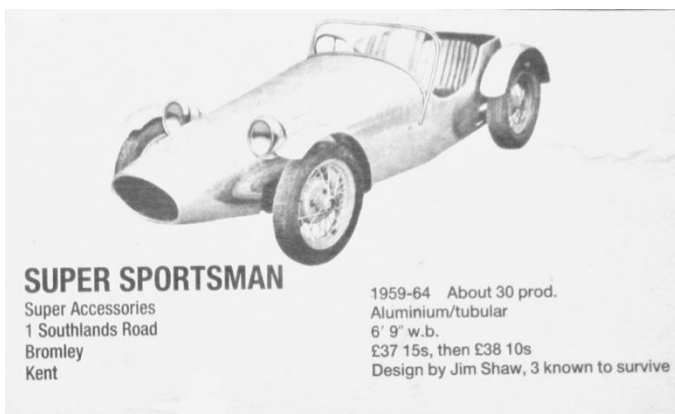
I loved working on this car and despite being too young to drive legally on the public highway, we lived adjacent to the Gloster Aircraft Company's airfield. There was nobody around at weekends and we spent many happy hours driving around on their runway and perimeter roads. Security was largely an undiscovered concept in those days and my friends and I were skinny enough to squeeze past the closed aircraft hangar doors and sit in the cockpits of aircraft such as the Gloster Javelin etc. Unthinkable these days but it all seemed completely normal at the time.

A few days after becoming seventeen I passed my driving test and can still remember the enormous sense of freedom being able to whizz around unaccompanied in my own car. However, after a few months I became frustrated by a top speed of only 55 mph. So, out came the preliminary sketches from schooldays and off came the Ruby's body to be thrown away. Well, they simply had no value at the time.



My first car Version 2

My parents were surprisingly understanding and very generously bought me a Super Sportsman 2-seater steel tube framed alloy body from Super Accessories. In no time I had a 65 mph lightweight sports car that virtually eliminated the need to slow-down for corners. This car became my regular transport for the next four years.



Initially, the car was driven without a windscreen. However, after repeatedly getting eyes-full of flies and one incident of being knocked almost unconscious, by meeting an oncoming giant May beetle square on the forehead at 60 plus mph; my father prepared a template and had a very professional windscreen made. He was not best pleased when it was removed a week later, after I

discovered it knocked a precious 10 mph off my top speed.

So, that is how my interest in Austin Sevens began and I'm happy to say we have continued to enjoy a variety of different A7s ever since - 67 years and counting!



Membership Car List

Having recently requested up to date information on car ownership, the following is a breakdown of the variety of Models owned by the Membership. This information was either recently supplied by the Membership to me or taken from original Membership Forms, assuming there had been no changes to the vehicle information! I hope you find the list of interest:

1933 – 1937	5: A10/4/Cambridge/Clifton
1927 – 1935	8: A7 AAK/Tourer/APD Tourer
1937 – 1938	2: A7 Big
1929	1: A7 Boatail
1925 – 1931	11: A7 Chummys
1928 – 1930	2: Gordon England
1929 – 1930	2: A7 Muliner Sport
1934 – 1936	4: A7 Nippy
1935 – 1937	4: A7 Opal
1934 – 1937	14: A7 Ruby
1935 – 1937	4: A7 Pearl/Cabriolet AC Mk11
1929 – 1934	19: A7 RP Saloon/Fabric Saloon
1934 – 1936	5: A7 Special Tourer
1930	1: A7 Swallow
1928	1: A7 Taylor Bodied Sports
1928	1: A7 Tophat Saloon
1931	1: A7 Ulster

Other non A7 vehicles of interest include:

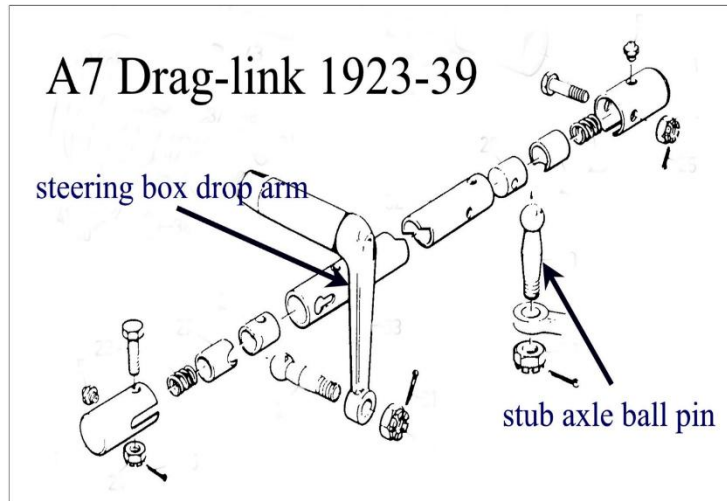
Frogeye Sprite, Granada, Jag XJS, Bentley, Lagonda, Daimler, MG/BGT/Metro/Midget/TF1500, Prefect, MG Roadster/MG TD 195 Special, Riley, Turner MK3, Rover, Velocette LE Motorcycle, Triumph, Alvis Sports

Should any Member care to contact me to ensure their car information is current, I would be pleased to hear from you.

Julie James julijames1@hotmail.co.uk/ membership@ha7c.co.uk

Thank you

Recently, I chose to replace the worn parts of the Drag-link ie the ball pins, springs and thrust blocks. There are some excellent helpful articles that have been written which make the job interesting and enjoyable. However, getting the existing Drag-link off the car can be challenging and a little difficult, as you require at least three hands. As God only gave me two,



I used a carpenter's Sash Cramp to compress the assembly while I removed the two 1/4BSF bolts to then enable the end cap's to be removed. It really was that simple.

Reassembly can then be carried out on the bench in the vice, again using the Sash Cramp and then the completed assembled Drag-link put back on the car.

If the end caps are of the early design, they will not have grease nipples fitted. This modification can be carried out by drilling and tapping to fit a grease nipple on each so that lubrication can be applied during your annual service.

The only other additional tool is a Joint Splitter to break the ball pins from their resting place for many years, but this is covered in some of the articles written on 'dismantling' which are highly recommended reading prior to undertaking the task.

My thanks to the late Ian Mason-Smith of the Dorset A7C for the use of the diagram above.



Cartoon from Queensland A7 mag June 2026

**Cars these days have
too many gadgets.**



**I tried to reverse and it
played a video of someone
being run over.**

Recently overheard in a Doctor's surgery in Ledbury

Nurse came in and said "Doctor, there's a man in the waiting room who thinks he's invisible, what should I tell him"?

The Doctor said "Tell him I can't see him today".

Deadline for next issue: 18th September 2026

Please do send in contributions newsletter@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!

From the Archives

1924 MAC Shelsley Walsh Hill Climb (Plate no. A 3441)

With Thanks to Austin Harris



“ Yes, that’s his wife -- he’s driving with both hands ! ”

Club Regalia and Membership

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



HA7C Committee contact details

Chairman	Michael Ward	01600 890 902, 07939 539926	chairman@ha7c.co.uk
Secretary	Steven Earl	07814930201	secretary@ha7c.co.uk
Membership	Julia James	01568 797959, 07748 613110	membership@ha7c.co.uk
Treasurer	David Southcott	07429 870328	treasurer@ha7c.co.uk
Events Co-ordinator	Roly Alcock	07730 557 952	events@ha7c.co.uk
Technical Advisor	Eddie Loader	01432 356 841, 07817 361 921	technical@ha7c.co.uk
Editor	Annie Peake	07976 272321	newsletter@ha7c.co.uk
Webmaster	Roly Alcock	07730 557952	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.**