

April 2024 Newsletter

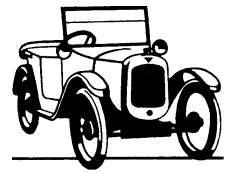
MIDLANDS

Austin Seven

CLUB



Members' cars and a chassis displayed on the MA7C stand at The Restoration Show, NEC.



Chair Chat

Hello and welcome!

Well the middle of April already. The NEC show went well with lots of interest on the stand, thanks to all of you who helped out over the week especially Alfie Pike who helped Simon with his car and did stand duty all weekend! Nice to see younger members involved.

The talk about garden tools was a great success at club night which was well attended, nice to see. I know all those attending were well entertained by John of "The Vintage Garden Store" an enjoyable evening was had by all! See page 9 for more.

The rally season really kicks into gear this month note the Cotswold Run is on the 5th May, let Brem know ASAP, if you want to go as numbers are limited. I look forward to seeing you out there.

Don't forget our Main Rally this year is at Snowhill Manor on the 19th May let Andy know if you're interested.

Keep your eyes peeled to the events page in the newsletter as this is updated every month.

Well that's it for another month. April's club night is an informal chat about what is needed to prepare your car for the rally season ahead, weather permitting!

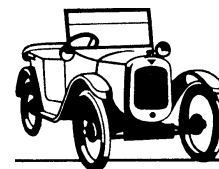
Regards

Rick Bishop

New member

A special welcome to Paul Massey who is our latest Austin Seven enthusiast.





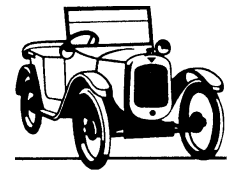
Events

Please let Andy Lowe know if you hear of any more events which you think members would enjoy

2024 (Club Events in Bold)

21 st April	Drive it Day
21 st April	MAC Classic https://www.shelsleywalsh.com/mac-classic
30th April	Club Night: Demo: getting your car ready for the season's events
5th May	Cotswold Run (entry form on P17)
4 th /5 th /6 th May	Lechlade Vintage Rally at OX18 2RZ info@lechladecollectorsclub.co.uk
4 th /5 th May	Donnington Historic Festival https://www.donington-park.co.uk
11 th /12 th May	Bidford Vintage Gathering
11 th /12 th May	Montlhery Revival Meeting, Centenary event, France
11 th /12 th May	40's Weekend Redditch Forge Mill: Debbie Lakeman info@forgemill.org.uk
11 th May	Daventry Motoring Festival daventry-motor-festival.eventcube.io/
12 th May	Forge Mill, Redditch David Bowlas ; david@davidbowlas.co.uk
19th May	Snowhill Manor - Annual Club Rally (entry form on P18)
28th May	Club Night : Noggin & Natter and Silent A7 Sales
31 st May	Midlands Air Festival, Ragley Hall
31 st May/2 nd June	The Vintage Nostalgia festival, Wiltshire : vintagenostalgiafestival.co.uk
31 st /2 nd June	PWA7C Rally , Stonehurst Park PWA7C.co.uk
1 st /2 nd June	Motorfest Coventry https://www.coventrymotofest.com/
1 st June	Castle Coombe Car show rachel@greatbritishmotorshows.com
2 nd June	Bowood House & Gardens show rachel@greatbritishmotorshows.com
8 th /9 th June	SWA7C Rally Bryngarw
9 th June	Churchill Car Show. www.churchillcarshow.co.uk
9 th June	Coffee & Chrome, Chateau Impney coffeeandchrome@footmanjames.co.uk
25th June	Club Night: Bring your car and Noggin & Natter (about your car?)
30 th June	Beaulieu National Austin 7 Rally PWA7C
28 th /30 th June	Upton Jazz festival
28 th /30 th June	SA7C Rally, Guildtown email dunford1@aol.com
28 th /30 th June	inter-club International, 3 counties showground, interclubweekend.com
30 th June	VSCC ShelsleyWalsh www.shelsleywalsh.com
6 th /7 th July	Cars in the Park Lichfield
14 th July	Newark Park Rally, Bristol Austin 7 Club bamor61@yahoo.com
20 th /21 st July	Shelsley Walsh Classic Nostalgia www.shelsleywalsh.com
26 th /28 th July	Austin 10 Drivers Club National Rally, Goatland N Yorkshire
27 th /28 th July	Oulton Park Gold Cup 0 th Anniversary meeting





30th July	Club Night: Run to Norton Collection, Bromsgrove
3/4 th August	VSCC Prescott Hillclimb
5 th /11 th August	VSCC 90 th Rally event, Stratford upon Avon Race course
9 th /11 th August	Retro Festival , Newbury www.retrofestival.co.uk
24 th August	Glouester Retro https://gcc.ticketsolve.com/ticketbooth/shows/1173645244
23 rd /25 th August	Silverstone Festival (A7CA entry deal available)
27th August	Club Night: Fish & Chips
31 st August	VSCC Mallory Park
1st September	British Motor Museum, Gaydon. Bring your Austin 7 (tbc)
8 th September	Dorridge Day Classic Car Show, Dorridge Park.
21 st /22 nd September	Stoke Prior Steam Rally Shakespeare Rally Promotions Ltd
24th September	Club Night : AGM
6 th October	750MC Mallory Park
13 th October	Coffee & Chrome, Chateau Impney coffeeandchrome@footmanjames.co.uk
29th October	Club Night. Bring & Buy
8th/10th November	NEC Classic Car Show (tbc)
26th November	Club Night. Talk by Clive Danks

Members Musings

Curborough Track Day 21st March

This is an annual Track Day at Curborough sprint course just for Austin 7s.

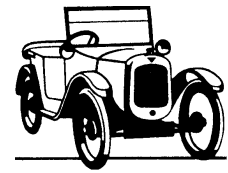
This year it celebrated its 10th Anniversary and a capacity 36 A7s of all sorts took part, including many newcomers taking the opportunity to sort out their cars on an empty track. Even a spot of ‘dampness’ around lunchtime did not put anyone off and the track remained busy right to the end.

Note the distinctive outline of a Special, plus the front & rear oil leaks!

The hard work of all involved in organisation and marshalling, plus some very generous donations on the day, resulted in the event raising the magnificent sum of £ 1,500 for Parkinson’s UK. This goes towards their care and research efforts to find a cure for this pernicious disease.

Well done everyone!





Phil Baildon keeps the queue in order waiting for their runs

Matt Tomkins

Matt is the Workshop Editor for Practical Classics magazine and is running a series on preparing his home built 'Tomkins Special' for racing this season with our Formula. The March edition had Matt at Oxfordshire Sevens getting a lowered front axle fitted and his car did go well and sounded 'right' at Curborough.

Matt also gave a great presentation on Austin 7 racing on the stage at the NEC Restoration Show.



Matt at the NEC



Practising a bit of opposite lock at Fradley Hairpin

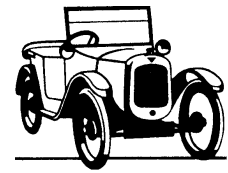
James Mabley

An active supporter of the Heritage Academy is Ian Tilman of Oxfordshire Sevens and his apprentice, James was getting his second track experience at Curborough using two Austin 7 Ulster Replica cars courtesy of the StarterMotor charity which gives 'Ambassadors' like him access to cars to work on and enjoy. James has now got his ARDS done and is looking forward to competing in one of these cars this season. For more information on StarterMotor see:-



<https://bicesterheritage.co.uk/news/startermotor-to-take-centre-stage-at-the-scramble>





Alfie Pike

Our own Alfie was one of the numerous younger enthusiasts taking to the track in the family Chummy - plus 'hitching a lift' in several other cars?
Is that my wife in there with you Alfie !



Tom Emden

Hardly a newcomer to Austin 7 competition, Tom has swapped his Austin 7 Sportsman Special for Mike Peck's well known 750 racer and he was taking the opportunity at Curborough to get acquainted with sitting quite a bit nearer the ground! We will be expecting to see much more of Tom on the track this year.



Tom in his Austin Sportsman Special



Tom now in the ex Mike Peck Austin 7

And finally.....

Not an Austin 7 competitor – yet

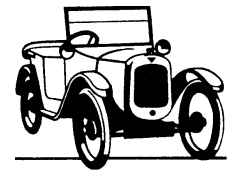
Henry Dukes (12 years old)

Henry started building his 1937 Ruby just after his ninth birthday. At first scavenging the family's scrap pile, he soon started to receive offers of parts and sponsorship through his Facebook page. By the summer of 2022 "Ethelbert" was driveable and soon afterwards was registered by DVLA. Henry's efforts have received several awards, including the National Transport Trust's "Young Preservationist of the Year". Unfortunately, clutch slip developed and Henry only got two drives on the track.





Celebrating 100 years of the Austin Seven



This was not a disaster as he promptly had multiple offers of a rides in some of the faster cars present which far from put him off. He was happy to go around again and again so watch out for this young man in the future. Henry now knows what he wants for Christmas!



Henry with James Mabley & StarterMotor 'Ulsteroid' and with Charlie P-J in the Cowley

Photos by David Southcott <https://vintageman.zenfolio.com/p93384690>

Practical Classics Restoration Show NEC March 2024 (Ed)

Rick, Ian, Simon and Andy worked tirelessly to create and staff this year's stand at the NEC (front cover photo). They were helped by a number of members over the three days of the show as well as during the set up and tear down afterwards. All in all it takes a week of more or less full time activity to organise this – well done!

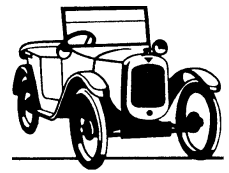
I felt that the show was a little smaller than usual, and although it was busy on the Saturday when I visited, it did not feel crowded. I left Pam to help on the stand this year as I wandered the halls with a friend, stopping regularly for coffee, a pasty and (expensive) beer!

While I was wandering, Alfie spent time on the stand working on the chassis and polishing Ian's Speedex





Celebrating 100 years of the Austin Seven



Simon displayed his special which includes an up to date 12V electrical system, including a 70Amp alternator, high capacity starter motor (to overcome all that compression), electric fan and heater matrix supplied by a thermostatically controlled water pump. It was the headlights which particularly caught my attention though – I think there is serious candle power involved!



Someone's next restoration project?



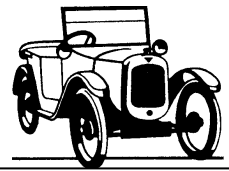
Or a return to nature?



For sale or part exchange to clear!

Cars at 'Practical Classics Restoration Show' at the NEC March 2024.
Have you got any pictures of Austin Seven Barn finds you would like to share with us? ED





Vintage Garden Tools

At the last club night, we had a very interesting and informative talk about vintage garden tool many of which were made at the same era as the Austin Sevens, with careful design and craftsmanship. It seems that faster-grown ash is stronger than slow-grown because it contains more wood fibres, which is good for shock-resistance. So ash is good for tool handles and Austin Seven frames.

Handles and sockets

T-handles were mainly used in the north of England while Y-handles and D-handles in the south. D-handles were made from one piece of wood which meant they were very strong. However, during the WW2 to save wood, mainly T-handles were made. As you can see from the picture many of the sockets covered half of the shaft to increase its strength and durability.

Types of spades and forks

There were a wide range of spades and forks on display, each carefully designed for a specific job, for example, the two tine forks to dig heavy clay to the 10 tine potato forks. Equally, the spades were also very varied, including the ground breaking road spade, the ditch shovel and of course the flat shovel. They were made from cast steel which could be moulded into one piece for strength and was less likely to fracture.

You can visit www.thevintagegardenstore.com to see the tools they have for sale.



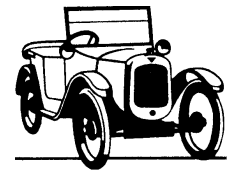
An impressive range of hand tools.



An amazing array of spades, forks and handles.



Can you guess what this spade was used for?
See p19 for the answer.



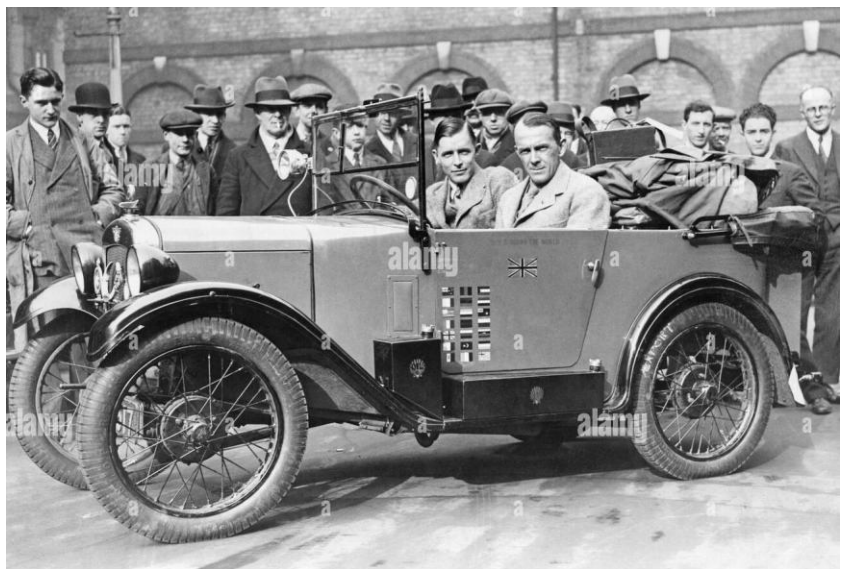
Belated Book Review

ROUND THE WORLD IN A BABY AUSTIN by Hector MacQuarrie

A friend lent me his recently found copy, a well-thumbed, 1936 ex-library "Popular Edition" of this well-known but scarce book which describes its title in an easily read style - except when the author gets carried away while describing some unlikely person or incident. I enjoyed it immensely, so for those like my previous self who never got round to searching out a copy (actually readily available, at a price) I thought a revue might prompt fellow members.

Hector and his friend Dick Matthews were no strangers to Austin 7 adventures and set out in May 1930 from their base in New Zealand, to circumnavigate the globe in Emily, their well used Chummy. But their first obstacle and near disaster came when their cruise/cargo ship sank on the voyage to Tahiti. Emily was lost.

Back in Australia they ordered a new Seven, 'Emily II', but their fortunes changed when Sir Herbert Austin sent them a Chummy for free. They made it to Tahiti at last and on to the USA where they found most Americans friendly and helpful, except a drunken truck driver who nearly wrote-off Emily II. Their fortunes changed when a local garage managed to repair much of the damage; an English mechanic there welded the shattered steering box together. They toured the east coast and crossed to the west with no problems.

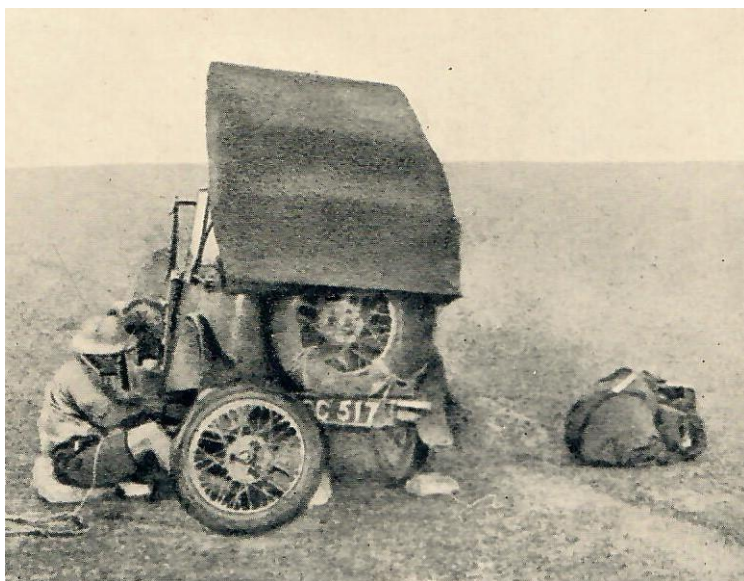


Hector, driving, and Dick, and Emily II of course

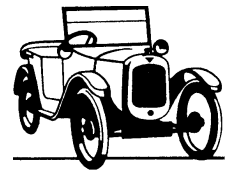
Across to Great Britain which many Australians still called home, and they were welcomed to Longbridge

where the car was rebuilt for free, and they were impressed by Sir Herbert. He was not so impressed when they suggested to this exceedingly hard-working gent that he should take things easy.

They had to be back home in Australia in the not too distant future so limited their visits to each country and pressed on. In France they visited Ypres where Hector had been stationed during the Great War, and then won some welcome francs in Monaco's famous Casino. Italy impressed with the magnificent uniforms that servicemen, police and so on wore, and the ever present umbrellas that everyone in the north carried. Hector appeared to be impressed by Mussolini.



Dick ties up overloaded Emily's broken rear springs with endless string in the middle of the endless Baluchistan Desert



He was not so impressed by some of the Balkan states; Albania was poor, Yugoslavia unfriendly and looking for a fight, but Bulgaria was delightful if a little suspicious of foreigners in an unusually small car. Then Constantinople in Turkey got the thumbs up as did the sea voyage to Syria, while Palestine's towns and cities were often filthy places.

Crossing the desert to Baghdad was enlivened by a locust storm of biblical proportions and Iran was friendly to the departing British. But I'll stop here, better to read yourself.

Robin Boyce

The brass inner part of a broken bakelite radiator cap revealed a novel repair, a brass coin inscribed *VICTORIA D:G BRITT:REG:D:* It appears to be a Victorian halfpenny and a coin dealer has one, in slightly better condition, available for £450. Does anyone know how to remove solder?



From the Archive

For Austin Seven Owners.

LIGHT CAR Feb.14 1930

A FEW SIMPLE RULES FOR GEAR CHANGING

AN owner of even an early Seven is proud of its wonderful reputation and is pained when prejudiced and ignorant friends refuse to agree that it is perfect. They admit that it is reliable, but they suggest that it wants more coaxing than a full-sized car. The better informed argue that gear-changing is not always easy, yet a little attention will soon put it beyond adverse criticism.

The short gear lever of all but the latest models needs lengthening. An extension may be bought for a few shillings, but it looks clumsy and there is a better way which, incidentally, is cheaper. For about 2s. 6d. a mechanic will cut the lever near the gearbox and weld or rivet to it an extension—say 3 ins. in length—so that it forms an obtuse angle, pointing backwards, with the knob near the driver's hand. Then good-bye to stooping and crouching. The rod operating the reversing catch may be removed and replaced with a longer rod (cost about 2d.).

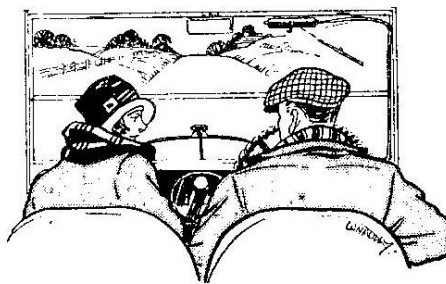
Changing down to second is really quite easy. Rude boys have no excuse for remarks about dentistry—suggested by gnashing teeth—if two points are remembered:—(1) The engine must be allowed to accelerate sufficiently; (2) it cannot if the valves are sticky. When decarbonizing, clean valve stems and guides with

a paraffin rag. That helps to make the "baby" lively. Now suppose one is doing just over 20, and traffic, or an approaching corner, makes second gear advisable. A common but very bad plan is to press hard on both brake and clutch pedals. The better way is to declutch and put the lever in neutral and then to push the accelerator smartly and firmly *right down*.

The engine joyfully sings whoop! Declutch again and snick the lever into second. It goes in like silk and the driver beams proudly.

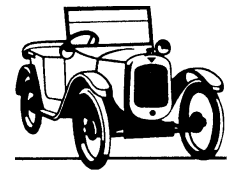
If doing less than 20 miles per hour, the accelerator need not be pressed down so far, but in any case move the gear lever gently. The little ball at the lower end may be broken off by rough usage and fall into the gearbox. A smashed gearbox is a heavy blow to one's bank balance and a new gear-change rod will probably not fit without being "set" at a garage—a difficult and costly job.

A lively engine, gear-lever comfortably placed, and gentle handling make the risk infinitesimal, and the certainty of being able to change into a lower gear at any speed makes for confidence at all times. It gives one a feeling of superiority, for hundreds of drivers never learn to do it. C.F.D.T.

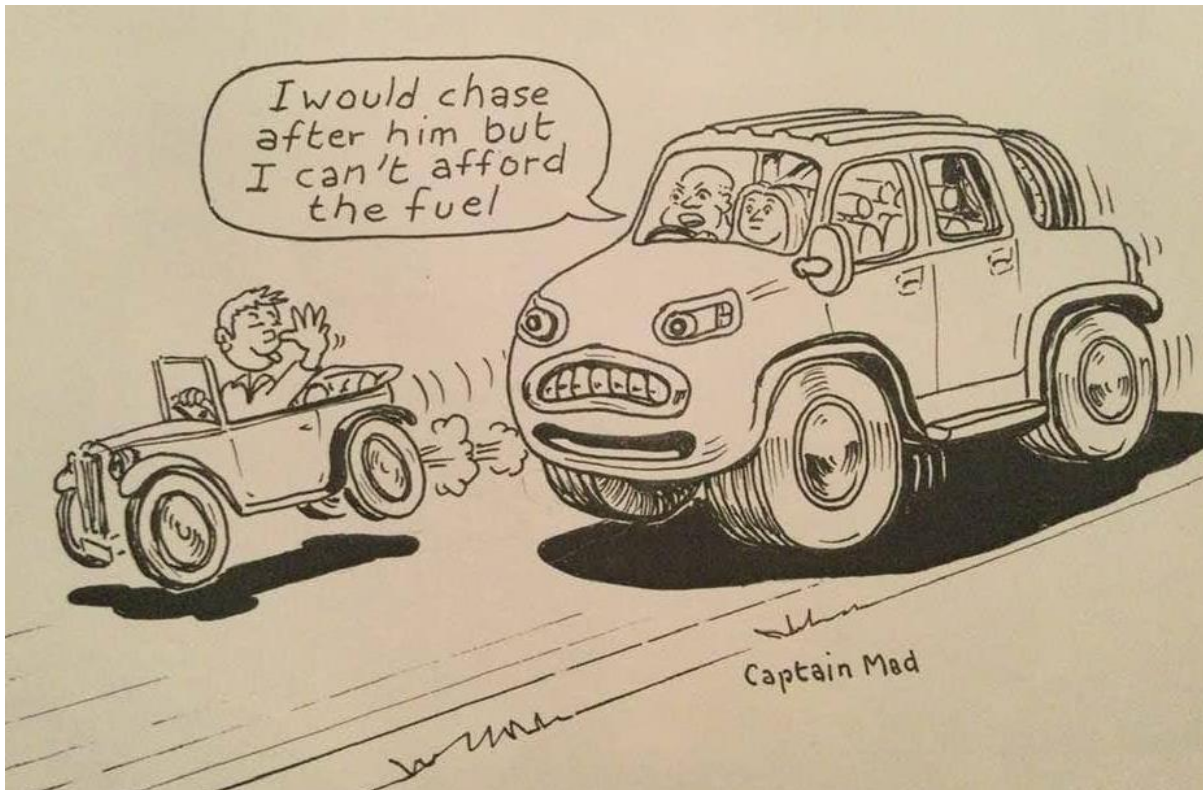


BUYING A NEW CAR?	Then make sure of your copy of our BUYERS' NUMBER which will be full of valuable advice and very useful information.	FRIDAY, FEB. 28th THREPENCE
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Caption Corner



Toolbox Tools

Spot welding – William Waddilove

If you have been following my series of getting a 'much rested' 1934 Ruby back on the road you will have realised that there had been a lot of metal working being done along the way. And within this metalworking had been the joining of two pieces.

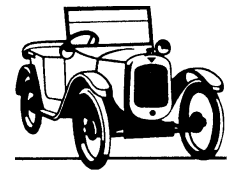
One of the methods of joining is via spot welding. That is two pieces of sheet metal laid over each other and made to join by heating in a very small area so they fuse together in a 'spot'.



Professional spot welding machines cost a lot of money. They are a big pincer like piece of equipment where the points are two copper rods that are pushed together and pass a high current though this locally heats the metal until it melts, join and fuses together and with the aid of a timer get a nice neat join.

However there are alternative ways of achieving a similar outcome.

One is to use a normal manual a metal arc welder and a carbon rod. This is a lovely little tool like this. (see photo)



Essentially the work piece is earthed as usual and the two prongs pushed to hold the pieces to be joined hard together and using the trigger let the carbon rod which is connected to the normal welding rod holder against the work piece. Count several seconds as it heats up the work, when hot enough pull back a little and it will arc. Keep counting for a few more seconds and the pull the electrode fully away. Hold to allow it to cool and behold you have a spot weld. This weld must be between two clean flat pieces.

On my restoration job, one particular area on my car that this was suited to the technique was the bottom of the seat boxes which had had rotted away (as had the whole floor pan). I cleaned up the bottom of the seat boxes cutting away all grotty rotten edges, made up new bottom edges with a base flange. Added a joggle so that the front edges would be flat and the outside face flat and spot welded the addition on. Then, with a little judicious use of body filer and paint, looking from the outside you would see a beautiful job.

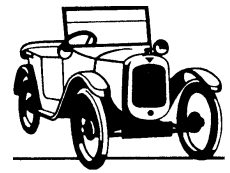
In an earlier article you will have read a reference to replacing an almost complete floor pan on the driver's side. I also used the technique to the joining of the floor flange of the seat box to the floor.

An alternative method of producing a spot weld is with a MIG welder. Punch a small 5 mm dia hole though the top layer, clamp tightly, Possibly with a block of copper behind to prevent excessive burn though and then put a small weld in the hole so the bottom sheet is welded to the hole edges.

Please send pictures of useful tool in your toolbox. ED

Interesting inventions





Regalia

MA7C regalia items are now available to purchase from:-

Focal Image 45/47 Broad Street Bromsgrove B61 8L Tel 01527 832984.

To place an order, please email artwork@focalimage.co.uk, addressing your email to AI (short for Alastair).

4 items of clothing, 3 colours, 3 sizes choice of Austin scripts.



RG122 Regatta Fleece £?



RX151 T-shirt £7.60



RX301 Sweat Shirt £15.50



RX101 Polo Shirt £9.00



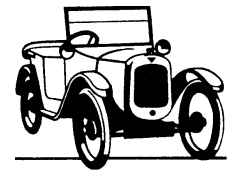
Austin scripts £6.00



Austin scripts £6.00

If you want to look at these items you can visit <https://focalimage.yourwebshop.com/>

Then email Alastair at Focal Image to place your order.



Obituary Notice.

Norman Purves, known to many in the Austin Seven World, sadly passed away on Saturday 16th March after bravely fighting an illness for a number of years. Previously, a super fit individual probably accounting for his ability to fight on for so many years. We had a common touch stone, a joint interest in the early 1924 Chummy EU 2082 that he owned. A totally original car with only two previous owners that had been in my care from 1970 to 1972.

Norman was above all else a passionate enthusiast and collector of early Austin Sevens manufactured before mass production commenced later in the 20s. He had many iconic examples in his collection at the time of his death, representing a cross section of cars produced in the first years of Austin Seven manufacture. Scoop scuttle tourers, coupes, a replica Boulogne Racer, a 1924 50mph Standard Sports and a Brooklands under construction. He even still had plans to build a 1923 van!

It was easy to see why he was noted for his passion and love of early Sevens, for their rarity and for his determination in pursuing original detail in his cars. The quality and uniqueness of his cars meant that he was called upon many times to display them at major events.

Notably for the 90th Anniversary at Warwick and most recently at the significant Centenary Celebrations held at Morton in Marsh where 1,000 vehicles took part.

Typically, amongst the cars Norman provided was the earliest known surviving production car, next only to the solitary remaining prototype held by the Science Museum, chassis number 71. It is one of the batch of 100 cars built in 1922. Also provided, was a unique 1923 Coupe, drawn but never built at the time. Given the sketches by Stanley Edge, Norman felt compelled to have a representative car constructed to put on display at the Centenary. Which, despite his increasing health issues, to his credit with the help of friends, he managed to accomplish.

The third of the cars which he supplied was his pride and joy, an iconic, beautifully detailed original 1924 Coupe, the second prototype reputedly built for and loaned to Earl Howe, Viscount Curzon, a personal friend of Col Waite.

All of his cars were maintained and presented in excellent condition. His one regret was parting with his immaculate Dixi. Sold to help fund the purchase of an early car.

Much of the information, photographs and drawings related to early cars contained in Bryan Purves 'Source Book' was supplied by Norman.

Truly representative of the 'Frugal Scotsman' Norman led a restrained life style but always gave generously of his time and knowledge to assist others.

He will be missed! **Ian Brough**

Events

Saturday Morning Club. - South Worcester - Cotswold Area. Members are Invited!

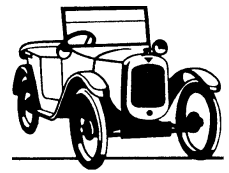
It is proposed, subject to there being sufficient interest to commence a Saturday Morning Vintage Car Club get together based at the Ranch Caravan Park at Honeybourne, Evesham. Curtesy of Andy Atteridge, who will host the meeting in the Clubhouse, commencing from 10.00am with teas, coffees and bacon baps available. A known venue as used by Brem for the start/finish for some of his famous runs!

Whilst particularly targeting Austin Seven owners other Vintage Car enthusiasts are invited to come along. The purpose of the meeting is to support and encourage the ownership and use of Vintage Cars in a convivial and friendly atmosphere. Providing help and support through an exchange of knowledge and experiences. There is the possibility in the future of arranged short runs through some of the surrounding, extremely picturesque countryside to suitable hostleries for those who may care to participate.

Any interested parties are invited in the first instance to contact :-

Ian Brough at ianbroughA7@gmail.com





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

1934-2024

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

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

Open to any era or type of car

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

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




Are members interested in this event, open to any era of car, not only those which are VSCC eligible? If so, please contact Rick Bishop so that we can gauge the level of interest.



The Austin Rally

A superb weekend event for Austin enthusiasts and families.

ALL PRE-WAR AUSTIN VEHICLES ARE WELCOME

31st May - 2nd June 2024

Stonehurst Family Farm & Museum
 Bond Lane, Mountsorrell
 LE12 7AA

Featuring: Displays of Austin vehicles, autojumble, trialling demonstrations and...

... all the attractions of the farm and museum (see www.stonehurstfarm.co.uk) which include: tea shop, farm shop, farm park, play areas, nature trail, motor museum and free tractor/trailer rides.

Weekend entry per Austin car including all passengers is just £15

Friday night Gourmet Buffet
Saturday night Hog Roast

Make a weekend of it!
 Camping pitches for tents/caravans/motorhomes available for the Friday, Saturday and Sunday nights at just £10/night.
 Limited facilities - but excellent loos!

Dogs on leads are welcome.

PRE-BOOKING IS ESSENTIAL
 Only pre-booked Austins receive the special entry price of £15.

Modern vehicles and non pre-booked Austins pay the normal admission prices to Stonehurst Farm & Museum.

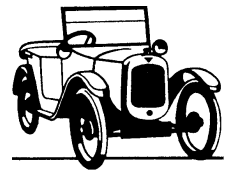
ENTRY FORM ONLINE AT PWA7C.CO.UK
 OR BY EMAIL FROM: lincsa7events@gmail.com











MA7C Cotswold Run '24

On Sunday, 5th May 2024

A picturesque run around the Vale and Cotswolds with a lunch stop at Ye Olde Hobnails Inn, Little Washbourne, Tewkesbury. GL20 8NQ which also provides food.

NB. There is a limit of 24 cars for this event, so please, register early to avoid disappointment.

Start: at Cotswold Cycles & The Revolution Café, 3 Cotswold Link, Cotswold Business Village, Moreton in Marsh. GL56 0JU.

At 10.00 hrs prompt.

(In the centre of Moreton in Marsh, at Button roundabout by the Redesdale Hall, turn East on to the A44 for Chipping Norton, Oxford and the Fire Services College. In 0.7 miles turn Right into the Cotswold Business Village & immediately Right again into Cotswold Link & immediately Right again. [Yes, 3 Rights]. Cotswold Cycles & the Revolution Café is the first unit on your Left. Slow! Beware of the Cyclists!

By kind permission of Sara & Jeremy of CC&RC

Finish: at the Ranch Caravan Park, Honeybourne. WR11 7PR with entertainment by the Bretforton Silver Band and afternoon tea, at the invitation of Sheila, Andy & Stephen Attridge.

Car Entry Form Entry fee: £4.00 at the CC&RC, please.

MA7C Cotswold Run '24

Start: 10.00hrs. Sunday, 5th May 2024 at Cotswold Cycles and the Revolution Café, 3 Cotswold Link, Cotswold Business Village, Moreton in Marsh, GL56 0JU

This vehicle is taxed, insured and fit for purpose on the King's highway. Name:

.....Signature:

Address:

.....

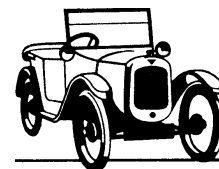
Post Code: Mob:

Vehicle Reg: Model:

Return to: Brem Bremner-Smith by Email or Snail Mail as per the Committee List

The Sunday Luncheon Menu will be circulated to successful applicants closer to the event, as we will need to pre-order for c48 persons.





Midlands



Snowhill Manor Rally 2024

Sunday 19th May 2024 Midlands Austin 7 Club



You are invited to enter a Rally at Snowhill Manor in Gloucestershire. Snowhill is a place like no other: a world away from ordinary and the unconventional home of the eccentric Charles Wade. In an idyllic Cotswolds setting he used architectural and theatrical techniques to dramatic effect and produced an experience like no other. Snowhill is a place filled with colour and intrigue, a delight to the senses. The garden is an extension of the manor set out in a series of rooms with far reaching views and unexpected delights including Wolf's Cove model village **ASSISTANCE DOGS only in the House, Grounds & Gardens**. We shall be displayed in the overflow car park by the main car park. Nearby is Cotswold Lavender about a mile and 20minutes walk away. Entry to the Rally costs £7 and includes entry to the house and gardens on production of either NT card or MA7C card and a souvenir rally plaque. The rally field opens at 11am until 3.30pm, but of course entrants are free to come and go as they wish. There is a shop, and a café. The Snowhill café boasts beautiful views with indoor and outdoor seating, selling drinks, cakes, and light lunches.

A self-judging concours will be for classes shown below. All vehicles must have insurance, and vehicles entered before 6th May will be included in the entry list. **Directions:**. Head for Broadway, Worcestershire – the principal route is signposted from the A44. From Broadway village green, take Church Street and follow this road for 2½ miles. Postcode : WR12 7JU

Car Classes

- | | |
|--|------------------------------|
| 1 Austin 7 Black Rad | 2 Austin 7 Chrome Rad |
| 3 Austin 7 Painted Rad (Ruby's) | 4 Non Austin 7 |

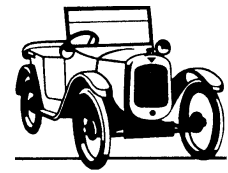
To enter send your completed form with remittance to: Andy Lowe, 38, Kingswood Road, West Heath, Birmingham B31 4RP. Please enclose a SAE if you require confirmation of entry. Please make cheques payable to MA7C, or pay by BACS - Bank details – NatWest. Sort code 60-07-40. Account 81063717 ref: surname Further enquires: 0121 477 0547 or e-mail: lowespeed07@gmail.com

Snowhill Manor Rally, Sunday 19th May 2024

Name..... Vehicle make.....
Address.....
Registration No..... Year & Model.....
Tel No (Optional)..... Class entered.....

entry complete entry fee enclosed or BACS SAE enclosed, for confirmation





Garages and Austin Seven Services

The following are suggestions from MA7C members. If you know of others in the Midlands area please let the Editor know.

Shippo Garage, 22 New Street, Upton upon Severn, Worcester WR8 0HR, tel: 01684 591020 (Servicing) and 01684 592656 (MOT). It matters not which number you phone - it's a one-man band although his MOT inspector is off sick. I know that Stuart is good and honest as he services my A Class and he has replaced the A7 front axle and adjusted the A7 brakes (I had to teach him how to do it!). He has also failed my A Class and both my A7 and Morris Minor!

Avon Motors, Fleet Farm, Fleet Lane, Twyning, Gloucester GL20 6DQ (tel: 01684 290441 or 07891 919895). Also a one-man band but excellent work. He is also an MOT Inspector in Newport. Services and repairs my Morris. About 3 miles south of Upton upon Severn.

A.U.B. (Classic and Vintage). Formerly Auto Units (Birmingham). 23 Solihull road, Shirley, Solihull B90 3HB.

Tel: 0121 744 4348 or mobile 07973 471560.

Auto electrical specialists, repair, rebuild or refurbish starter motors, dynamos, wiper motors, cut-outs etc.

W Pym & Son, 113 St Peters Rd, Netherton, Dudley, DY2 9HN. Tel: 01384 257841.

MOT, general garage repairs.

Daves Engine Centre Unit 3, Royal Victoria Works, Birmingham Road, Studley B80 7AS. Tel 01527 854968.

Website: <http://engine-centre.co.uk/>.

Engine rebuilding including white metalling.

Baldwins Garage, 17a Stoke Road, Bromsgrove B60 3EQ. Tel: 01527 874663.

MOT, general garage repairs.

Midland Brakes, Unit 4 Station Rd Industrial Estate, Station Rd, Rowley Regis B65 0JY. Tel 0121 561 2212.

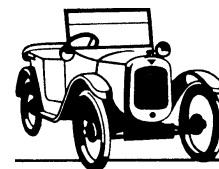
Website: <https://www.midlandbrakes.com/>

Relining brakes and clutches.

Kings Norton Garage, unit 4 Eckersall road, Kings Norton Birmingham B38 8SS tel no 0121 433 3166 or 07867 525039 who have been maintainers/repairers of many historic vehicles including A10's and A7's.

The unusual spade shown on P9 is a post hole spade.





Committee Corner

Midlands Austin 7 Club (MA7C)

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