

**December 2024/January 2025
Newsletter**



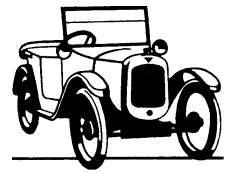
MIDLANDS

***Austin
Seven***
CLUB



**Happy Christmas and a Happy New Year
to all our MA7C friends.**





Chair Chat

Hello and welcome!

Well the talk by Clive Danks at club night went very well I'm told with a very interesting talk on "A Tale from the Potteries" I hear it was very well attended. I was not there unfortunately as I came down with the dreaded lurgy which I thought was Covid but it proved negative so is just one of these winter bugs going around! Thanks to Clive for an entertaining night.



Ian Devey, Robin Boyce, Andy Lowe and I attended Dave Tedham's Funeral last week in our 7's we were part of the 7 off A7's that made up the cortege and Terry McGrath and Andy along with other members of the "Eureka Jazz" led Dave's colourful purple coffin into the Crematorium. It was painted the same colour as the Chummy he used to compete in during the 1970's, a nice touch I thought.

The Christmas meal was a great success yet again thanks to Brem and Jenny, also a big thanks to Bob and his good lady for the raffle and Ian, John and Alison for the usual impossible Christmas quiz and feely bag entertainment. As a committee we are busy trying to thrash out interesting events for the coming year. I'm waiting on the info from the NEC as to which Hall we are in at the Restoration show in March and adverts will be going out soon with the details of the club code to get a reduction on the entry price.



Well that's about it for another month and another year if I don't see you before Christmas I hope you have a good one and hope the New Year brings you health, peace and Happiness. Please try and make it to the "Pizza and Alternative bring and Buy" in January.

Regards Rick Bishop



Please, don't miss out! 😞

Thank you to everyone who has renewed their membership.

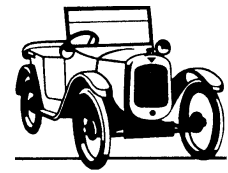
We have lots of exciting events planned for the year.

Only current members will receive the next newsletter. Please pay by BACS - Bank details:
 Midlands Austin Seven Club –
 NatWest. Sort code 60-07-40. Account 81063717
 If you have not yet received your membership card please email Pam at dtrickett331@btinternet.com

New Members

This month we welcome to the club Simon Day, Keith Stroud and Louis Parkin.





Events

Please let Andy Lowe know if you hear of any more events which you think members would enjoy **2025** (Club Events in Bold)

Pizza night plus the alternative bring and buy
 January 28th Beoley Village Hall
Please place an order for Domino's pizza at just £6:00 pp

There will be a selection of pizzas including cheese and tomato, pepperoni, chicken, and vegetable pizzas.
 Email or phone Pam or Dave Trickett (01676 535554) dtrickett331@btinternet.com to place your order.
 Please bring £6 cash on the night. Thank you.



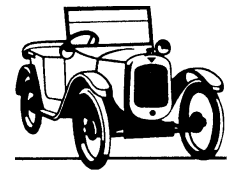
Bring your unwanted Christmas presents or item you no longer need and sell them for club funds in the silent sale.
One person's junk is another person's treasure
 Bring your cash and buy your treasure!
 At the end of the evening remaining items will be auctioned.

- | | |
|---|---|
| 1 st January | Shelsley Walsh open for walkers |
| 28th January | Club Night: Pizza night with silent alternative bring and buy |
| 5 th /9 th February | Retromobile, Paris |
| 21 st /23 th February | Race Retro, NAC, Stoneleigh |
| 25th February | Club Night: club films and Austin films |
| 21-23rd March | Restoration Show NEC |
| 25th March | Club Night: Talk "Working for a Royal Household" – Nigel Bishop |
| 13 th April | Shelsley Walsh Hillclimb, season opener |
| 26 th April | Pride of Longbridge |
| 27 th April | Drive it Day |
| 29th April | Club Night: Noggin & Natter |
| 4th May | Cotswold Run |
| 17 th May | Redditch Classic Motor Show, www.Shakespearesrally.com |
| 17 th /18 th May | Beaulieu Spring Autojumble |
| 27th May | Club Night: Bring your car and N&N |
| 24th June | Club Night: possible run to/from Bordesley abbey |
| 30 th June 1 st May | PWA7C Stonehurst Rally |
| 30 th May 1 st June | www.vintagenostalgiafestival.com ; Wiltshire |
| 7 th June | SWA7C Bryngarw Rally |
| 29 th June | Beaulieu Austin 7 Rally |
| 29 th June | SA7C Guildtown Rally |
| 27/29 th June | Upton Jazz Festival www.uptonjazz.co.uk |





Celebrating 100 years of the Austin Seven



29th July	Club Night: Bring something interesting
3 rd /4 th August	VSCC Prescott Hillclimb
8/10 th August	Retro Festival Newbury www.retrofestival.co.uk
22-24 th August	Silverstone Festival www.silverstone.co.uk
26th August	Club Night: Fish & Chips
6 th /7 th September	Beaulieu International Autojumble
14 th September	VSCC Madresfield Driving Tests
30th September	Club Night: AGM
4/5 th October	1940's Weekend, Avonscroft www.avoncroft.org.uk
28th October	Club Night: Bring and Buy Sale

A short note from to thank those who have contributed to the newsletter this year. I couldn't do it without your articles. I am grateful to anyone who sends me articles and ideas. If I forget to include yours then do get in touch and remind me (things do occasionally get lost in the spam folder)! Perhaps you can find a quiet moment during the dark month of January to pen one for the newsletter.

Wishing you a Merry Christmas and Happy New Year - ED



Members Musings

The Austin Village

The Austin Village was built in 1917 by the Austin Motor Company between Longbridge and Northfield because Herbert Austin had to take on more workers during the WW1 when his factory became involved in making tanks and aircraft. He thought it would be more efficient for the workers to live near the Longbridge factory rather than walking up to 5 miles a day. So he bought land at Turves Green for £7750 and created a new estate of 200 red cedar wood pre-fabricated bungalows (IKEA style) from the Aladdin Company, Bay City, Michigan, USA. 12 railway car loads of house kits, which were lost when the S/S Headley 4,953grt, defensively-armed, 19 February 1917, 35 miles SSW from Bishop Rock, was torpedoed without warning and sunk by German submarine U-67, while travelling from Portland, Oregon to London.



Touring around the Austin village on the dual carriageway.

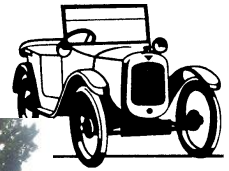
The houses

Herbert Austin was safety conscious, so they were interspersed with 25 brick-built, semi-detached houses to ensure there was a firebreak. Each house was fitted with coke-fired central heating, gas cooker, gas water boiler, sink and drainer, and a bathroom with bath. The external size of the bungalows was 6.84 yards (6.25 m) wide by 11.75 yards (10.74 m) deep with an additional porch at the front and boiler room at the rear. The three bedrooms were each 9 feet 7 inches (2.92 m) square. The brick houses were also fitted with two gas fires. Again this was very forward thinking for the time. Even today, it could still look like a modern American Mid-west suburb!



Mrs Yapp, an early resident, c.1920.



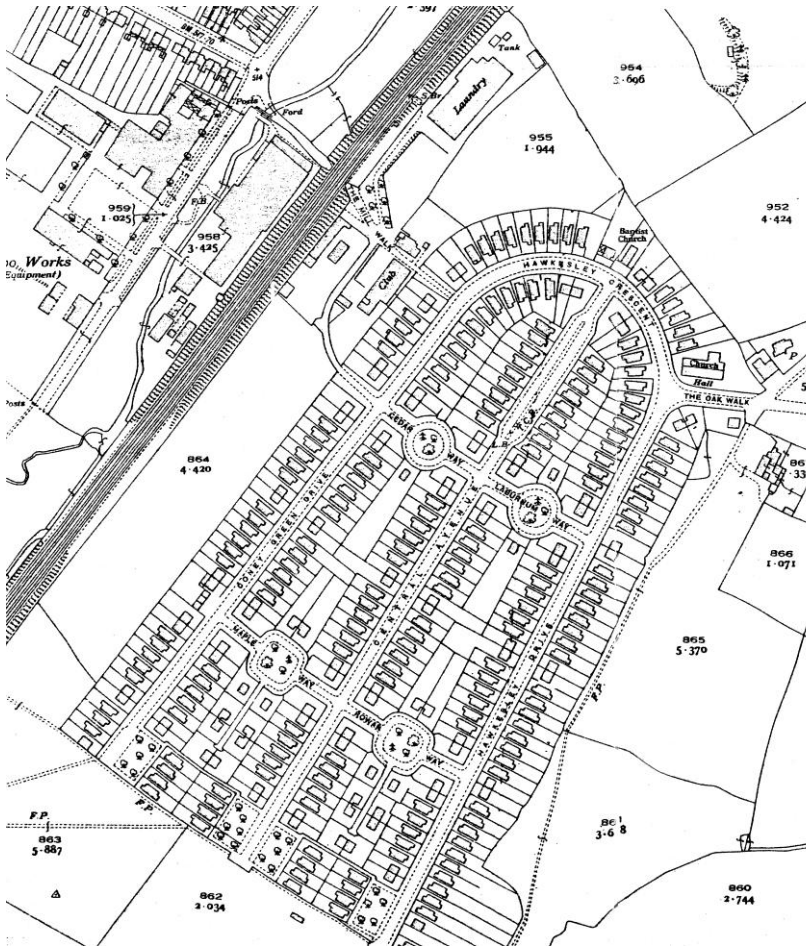


Lord Herbert Austin opening Longbridge Baptist Church in 1921, which formerly stood on Hawksley Crescent. Courtesy of John Baker, austinmemories.com



Birmingham's first dual carriageway at the Austin village.

The village plan

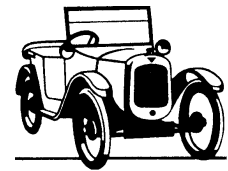


Ordnance Survey 1:2500 map, 1936, Austin village

The village was built at speed in 1917 and it was an incredible achievement to build more than 200 houses in the space of a year. The estate was laid out in the shape of a horseshoe and designed by J. W. Wilson. The main road through the estate was aptly called Central Avenue, which at one end divided into a dual carriageway. Mature trees were planted along the roads: Central Avenue, Hawkesley Crescent, Hawkesley Drive, Coney Green Drive, Cypress Way, Cedar Way, Laburnum Way, Rowan Way and Maple Way. The village was completed in eleven months and rented to Austin workers with seven in each bungalow and twelve in each house. Sadly, it is thought that only half the planned village was built as the government wouldn't allow transportation of houses over other essential supplies to cross the Atlantic.



Celebrating 100 years of the Austin Seven



After the war the requirement for workers reduced and the bungalows sold for £250 leasehold or £300 freehold, with a £50 discount for Austin workers. The Austin Village Preservation Society formed in 1990, to promote “neighbourly spirit and togetherness”, as well as acting in the best interests of residents. In 1997, after much hard work, they achieved conservation status for the Village.

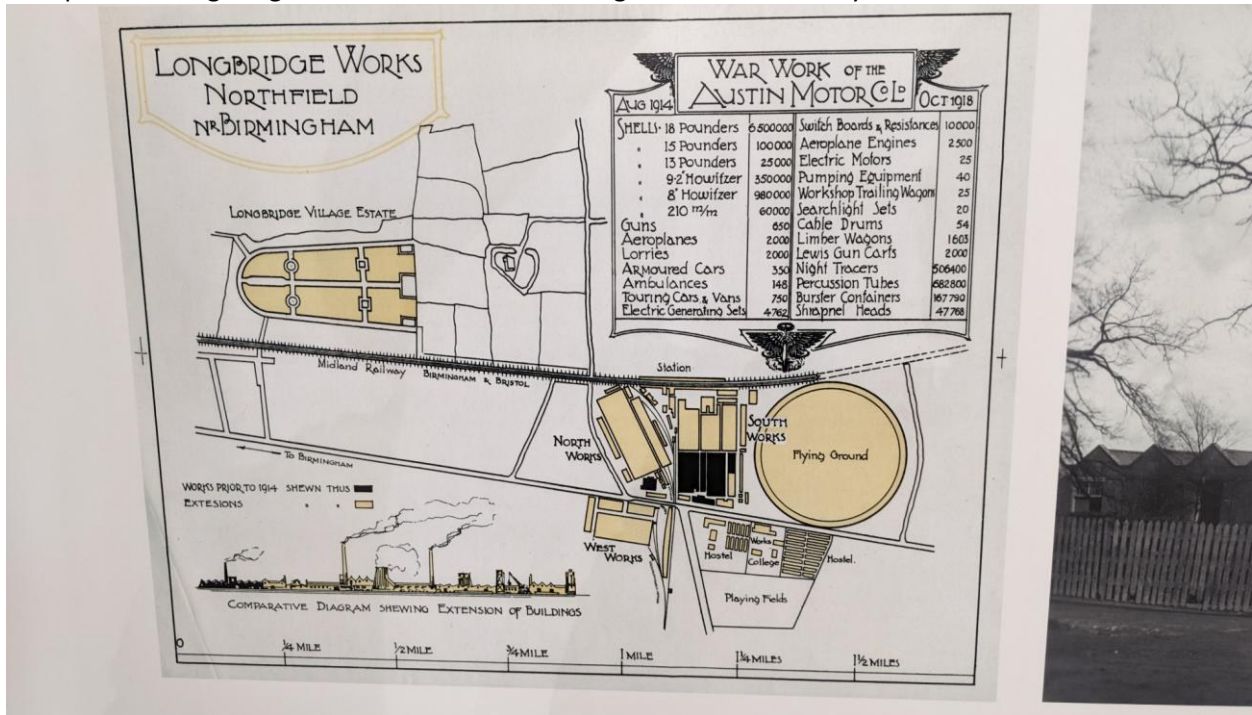


A plaque to commemorate the life of Sir Herbert Austin 1866-1941 at the Austin Village.



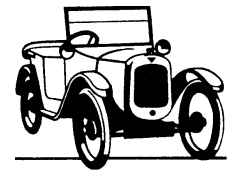
Sources https://en.wikipedia.org/wiki/Austin_Village
<https://www.theaustinvillage.com/a-history-of-austin-village>

A map of the Longbridge works and the Austin Village 1918. Source: Gaydon Motor Museum



Front Page Picture: Thanks to artist Megan Evans from MA7C Newsletter September 2016





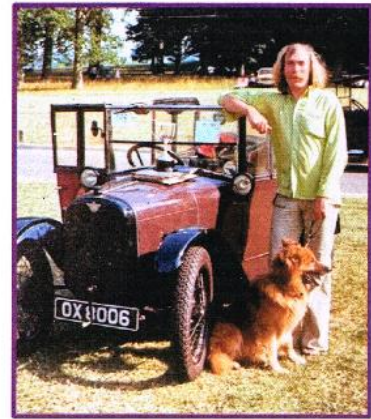
'Farewell to Dave' – Ian Brough

Well, what a send-off!

A service of thanksgiving for the life of David Tedham, long-time member of MA7C from the early seventies, was held at Wyre Forest Crematorium on Wednesday 20th November 2024.

'Farewell to Dave' 20th November 2024

Dave, an extraordinary character in any terms, was a passionate Austin Seven fan with much of his life revolving around Austin Sevens, being renowned for his flair to find and pass on cars, particularly sporting versions. He was always very generous with his time helping fellow enthusiasts. Dabbling in A7 racing at the lower end of the scale he established a reputation for his commitment, always enjoying the moment-whatever! Endeavouring to help others he would in needy circumstances, often be known to loan special items.



David Tedham with his beloved Chummy and ever present faithful Alsatian

Travelling around the country he regularly attended events at Beaulieu and those organised by the Bristol A7 club, such that he and wife Hilary were recognised as popular, notable supporters. As a mark of respect Dan Cole, Chairman of BA7C drove up from Bristol in his Austin Seven Special to join Dave's family and friends.

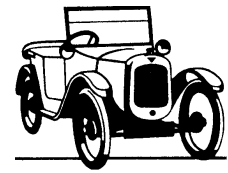
Dave, an artist and art lover was pursuing his career as an Art Teacher at Stourbridge college of Art and Technology when he met the love of his life Hilary who was later to become his wife. Inseparable, they both supported each other's passions and adventures. Dave's flair and enthusiasm for abstract painting continued throughout his life with displays and exhibitions. Incredibly he was still creating canvases until just a little while ago.

The turn out to 'See Dave Off' was amazing, not only was there a great representation of Austin Seven friends and associates but also a large group of associates from the Art World. A tremendous testimony to the impact he had also achieved in that arena.

The Midlands Austin Club did him proud, a great turnout of Members, many in their cars led by Chairman Rick Bishop, Rikk Harrison, Ian Devey, Robin Boyce, Andy Lowe, Terry McGrath and many others graced the car park.

A number of Dave's paintings were on display to set the scene for a fittingly special and notable service which commenced with Dave's purple coffin (his favourite colour) being played in by five members of the Eureka Jazz Band. Fond Memories read by Terry McGrath and daughter Tamsin were excellent and as ever quite poignant in revealing facts and information that only ever seem to come to light on such occasions! Again, fittingly we were played out by the Eureka Jazz Band before moving to the Wharton Park Golf Club to join the family for refreshments and to view a further display of some of Dave's paintings which could be purchased with the money raised going to Muscular Dystrophy UK.

All in all, a truly fitting and memorable occasion to say 'Good Bye to Dave' in a befitting manner.



David Tedham.

Over the last years I had lost contact with David and I heard one of the last times he had been seen he was not in good health. Several weeks later the sad news of his death was announced.

Travelling with Ian Devey in their Pearl we rendezvoused with Rick Bishop and special in Bromsgrove, continuing onto his daughter and son in law arriving in good time. Welcomed refreshment were offered and gratefully received. Others arrived during the morning which swelled the vehicles to seven A7's for the cortege. Bright colours were the order of the day.

Arriving at the crematorium parking with other A7 already there, amongst them Andy Lowe's RK saloon. Eureka jazz band were assembled and played the funeral party into the chapel for the ceremony. Humanist Celebrant welcomed everyone and began the service. Readings by his daughter revealed his many passions, among them painting which were exhibited and racing his chummy.

Terry McGrath spoke about David's blue chummy that he raced and also used to carry his double base to gigs with the band. A sensitively conducted service.

Arriving at the golf club it proved necessary for some fettling to both cars, during which I was pleased to renew acquaintances. Having enjoyed the hospitality offered to us we took our leave, parting company with Rick Bishop as he neared home.

It was nice to see so many people attending especially from the motoring fraternity. Visiting David many years ago on a motoring topic and buying pottery his wife had made will remain with me.

Rikk Harrison.....

NEC. October 2024

At a much later time than normal on Wednesday, a group set to building the stand. After some minor problems by 4pm stand complete I was on my way home via the A45 over the M6 which was making a good interpretation of a very slow moving car park only to join Nuneaton's own equivalent.

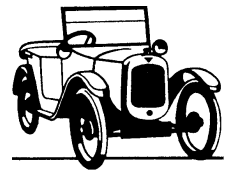
Thursday, helping David to transport his chummy. Reluctant to burst into song, we believed that East1 car park would be ideal to decant same, give a push and drive it in. This was not to be to the liking of the attendants. After a lot of contradictory instructions and internet problems we were written a 20 minute pass to do exactly what we intended 45 minutes earlier. Generous assistance gratefully received, chum was placed in the designated position.

The following two days appeared to be well attended with a lot of interest from a variety of age groups, explaining basic, rudimental workings and procedures for servicing and driving a 1925 vehicle. During time spent at the show, these photographs I thought were worthy of note, although some may already have been reproduced.



This justifies inclusion on appearance alone although I can't recall its details.





Early Austin date and model escapes me now. About 1910 ?. Splendid in its entirety. Flowers Keg Bitter as a support vehicle.



1925 chummy enjoying quite a lot of attention throughout the show.



Ghost. Having had a varied life as a hearse, breakdown truck all this open landaulet body work was carried out recently.

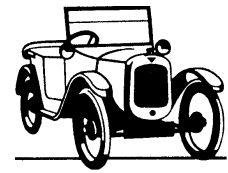


This may look like just another 'Moggy stand'. The difference here is they live in the USA one in Woodstock.



1910 Renault arriving on Wednesday build up day. Brings back memories of driving my cousin's 1909 Renault on the Shakespeare run on many occasions.





Last but not least this MG TA Tickford in the dealer's hall was very impressive. For £33,000 you could add this to your collection.

By Rikk Harrison

Rover 8 - A Forerunner of the Austin 7.

Having owned Austin 7s since the late 1950s and before I was old enough to drive (first A7 was a 1935 Nippy BUO 607 - where are you now?) late Edwardian and early 1920s motoring history has always held a fascination for me, particularly regarding the "cheaper" light cars and cyclecars.

Over the years our garage has housed a couple of cyclecars, one an Edwardian built in Birmingham and the other a mid 1920s French Alcyon. Both great fun but not really practical.

Motor manufacturers, including Herbert Austin, in the early 1920s sensed there was a market emerging for something more sophisticated than the cyclecar or motor cycle combination, in the form of a water cooled four cylinder light car.

One or two manufacturers such as Jowett had already been successfully producing twin cylinder light cars for some years.

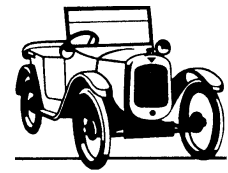
At the 1919 Motor Show the Rover Company of Coventry announced their new air cooled twin cylinder offering, variously described by the motoring press as either a light car or cyclecar. It was designed by Jack Sangster who was engaged by Rover to oversee initial production and an ex munitions factory in Tyseley, Birmingham, was bought to build the running chassis, finished chassis were then driven down the A45 to Coventry for bodying, one driven chassis towing another driverless chassis behind!

The design incorporated very precise rack and pinion steering, powerful brakes but on the rear wheels only, a ball type gear change and an electric starter motor being available as an optional extra from early 1923. Like very early A7s it lacked shock absorbers and ran on 26-3 beaded edge tyres. During its five year production life from 1920 to 1924 inclusive some 17500 examples were built which averages out at 70 per week over the five years, so by the mid 1920s they would have been a common sight on British roads. In fact, when Herbert Austin was designing the Seven he found that his Chief Cashier owned a Rover 8, so he borrowed it for a while for evaluation.





Celebrating 100 years of the Austin Seven



Of course by late 1923-4 the air cooled Rover engine was being considered noisy and crude in comparison to the emerging water cooled light cars from the likes of Talbot etc and of course Austin with their Seven. Like all consumer products, customer expectations rapidly changed.

We have owned our 1923 Rover 8 two seater for about eight years, and after recommissioning and an engine rebuild it has proved to be a thoroughly useable and enjoyable car with daily mileages at times of around 100 to 120 miles. Compared to Christine's 1929 Chummy it has almost the same performance on the level but hills do slow it somewhat possibly due to the weight of its Rover coach built body. Survival rate of the Rover 8 is not high, probably due to the fact that to the average non



sporting motorist they were highly unfashionable by the late 20s/early 30s and the cost of reconditioning the roller bearing crankshaft assembly would have been prohibitively high compared to the then cars value.

So I would like to think that the Rover 8 went some way towards introducing a post WWI population to the joys of more affordable motoring and helped prepare the ground for the success of the later light cars, including the Austin 7, which followed.

And one final point, Rover 8 cylinder heads do not glow red in the dark as some believe, but the exhaust pipes leading off them do if you are daft enough to run the engine on full retard for any length of time. I know because I've done it!

Paul Cooper.

Austin 7 Starter Switch

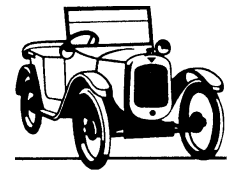
A cautionary tale with serious consequences

This last week I went to give the Cowley its regular engine run during the Off Season to find that the battery was down to just 2 volts and there an ominous smell under the bonnet.

This turned out to be due to an almost short circuit within the starter motor switch which was fitted new less than 12 months ago.....

I decided not to return it to the supplier but to examine why it had failed so soon as the signs of burning around the terminal post were obvious. The switch is held on by just three screws into the starter body so it is very easy to remove. It turned out that the insulation around the terminal post had totally burnt away leaving the post free to slide back and forwards in the case which is earthed so arcing and causing the short.





The brass terminal post is crimped in place and drilling this out revealed the charred mess that was once the insulation between the post and the case.

All this on a unit used only occasionally over less than 12 months. It seemed pretty essential that additional insulation was needed so a stainless 5/16 ww/unc coach bolt would give a larger gap into which to fit not one but two concentric insulating sleeves.



As an inveterate hoarder of 'interesting plastic bits & pieces' for occasions like this, I found just the right hollow plastic bungs, with flanges, which fitted inside each other as a sandwich inside and outside the case.

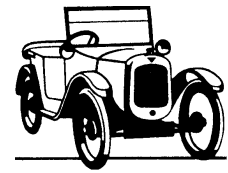
I ground flat the head of the coach bolt to allow clearance to the curved surface of the starter motor and the whole lot went back together very nicely and works well.



Now an important message:-

The battery in an Austin 7, whether 6v or 12v, contains more than enough energy to reduce your beloved treasure to a charred ruin.

The starter motor and horn both have feeds directly off the battery with no protection against an



accidental short circuit. Switching off the ignition will do nothing to prevent the inevitable.

This was brought home to us a couple of years ago when Jeanine and I witnessed a friend's valuable pre war MG almost burnt out by a dashboard short in a Lucas ignition switch of a similar type to those on our Austins. Only the prompt action by a passing driver who A. had a fire extinguisher and B. knew how to manually disconnect the battery, prevented the car becoming a total burnt out wreck.



Battery isolator switches cost very little and are easy to fit into the earth return lead to the battery, usually in a location which can be comfortably reached from the driver's seat.

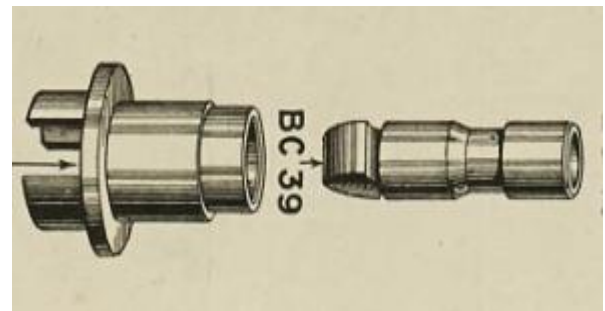
Here is a job over the winter months that will allow you to sleep a little easier

Charlie Plain-Jones

Dear Ed.,

An excellent talk on the Potteries by Clive Danks at the last club meeting with a good-sized audience and, at last, an appreciation of the "Saggar maker's bottom-knocker". I'm sure many of us have been messing around with old crocks for a while but I have searched all my A7 literature for a Longbridge employee or car part with such a wonderful name. A "run big end" perhaps or, from the 1923 List of SPARE PARTS, "Brake Rope Spikes". Incidentally, that publication shows the original "Tapper Plungers and Tapper Guides" soon to be replaced by the much simpler Tappets and Guides.

Robin Boyce



Top Tips

Tip1

MR. SNID'S AUSTIN TIPS NO 3.

Grit and dirt can enter through the dip rod of your engine. A simple safeguard to stop this, is to use a cork, about 1 inch long and 0.5 inches wide. Carefully drill a hole in it - an interference fit for the dip stick to be inserted into it. Cut off one end of the cork, where it rests against the engine. Push the cork right up to the little ball end, then insert the rod into it's hole, then slide the cork, which should be a tight fit, down onto the little ledge. Should keep the unwanted muck out of the sump!
An old idea from the 30's.



Alastair Murray

AUSTIN TEN DRIVERS' CLUB

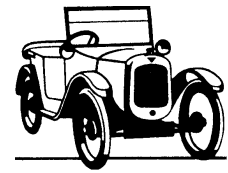
From the Austin Ten Drivers Club Magazine

Tip2 From A7OC Newsletter

I read with interest the account of how Nigel Offer checked his bent connecting rods (IOW report February). No doubt this is the best engineering method to check con rods but unfortunately many owners won't have the workshop facilities or equipment to carry out this check. There is a much simpler basic check that every owner should do when rebuilding an engine. You should lay the crankshaft flat on the bench and then fit all four con rods onto the crank, minus pistons. Then you slide a length of 1/2" diameter silver steel through all four little ends. The silver steel should pass through easily with little resistance if all the con rods are true. If there is difficulty in passing through one or more of the con rods this would indicate a bent rod or a big end machined out of alignment.

David Ralph





Interesting inventions

INTERESTING ANTI-THEFT DEVICE

A DEVICE about the size of a clock mounted on the dashboard so that it is comparatively inconspicuous, in the cubby hole, for example, but providing security against the theft or unauthorized use of the car, is being introduced to the British market by Messrs. Samuel Lumb and Sons, of Batley, Yorkshire. It will sell at £6 or £7 complete and ready for installation.

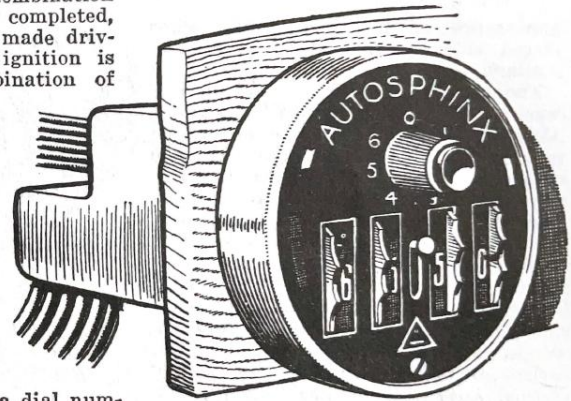
It is a combination of several locks. It locks the ignition and renders the starter motor useless, yet when the button is depressed the electric horn is sounded lustily, the note lasting so long as the button is used. The functioning of this device does not end at this, however; it locks also the bonnet on both sides so securely that only by the use of hefty levers could one possibly open it. Thus any would-be thief cannot get at the wiring of this fitment, but even if he could it would be a most difficult job to get at every connection, so that it is doubtful whether the car could be started for a very long time indeed.

The front of the Auto-Sphinx, as it is called, is circular and has four windows, through which are shown figures mounted on rotatable rings. It is so arranged that for a given combination the ignition circuit can be completed, the locks freed and the car made drivable, but so soon as the ignition is switched off and the combination of figures altered, alternate circuits are completed so that the horn is brought into operation when the starter button is depressed, the various locks are closed, and the car made quite safe against unauthorized use.

In addition to all this, the Auto-Sphinx incorporates a plug tester controlled by a knurled knob provided with a pointer and revolving about a dial numbered 1 to 4, 1 to 6 or 1 to 8, according to the number of cylinders in the

engine. By rotating a nut each plug can be shorted at will and a miss located to any one particular cylinder.

This device is nicely made and finished and can be fitted to any type of car.



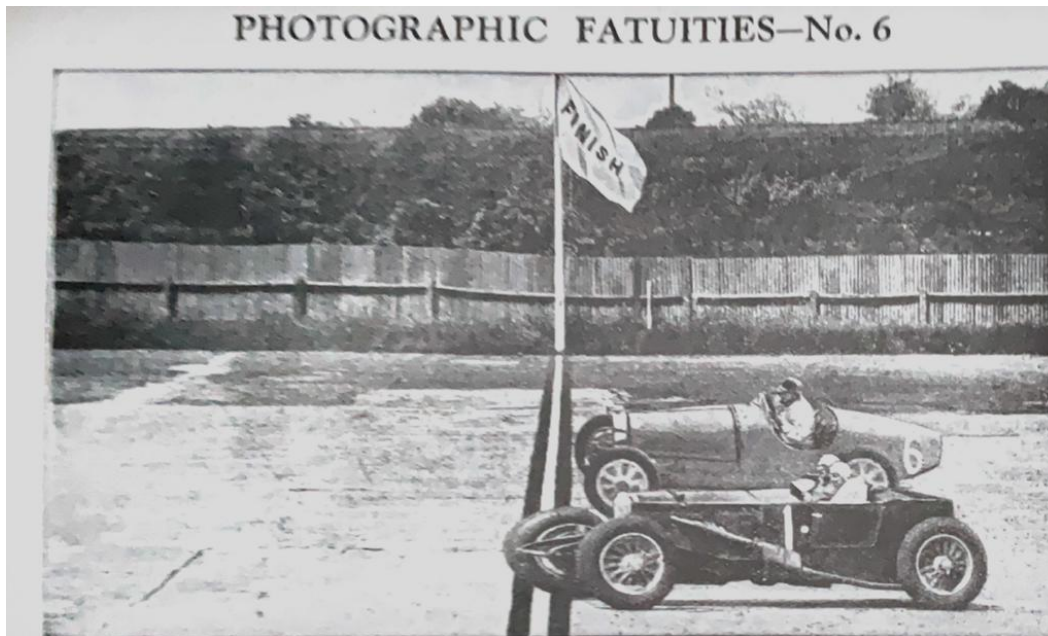
The Auto-Sphinx anti-theft device as fitted to the dashboard.

Originally from 'The Motor' July 1930

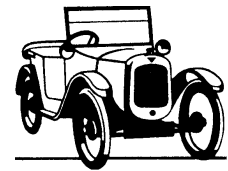
Christmas present idea?



Winning by a yard, (not cheating)!



To save the annoyance of 'dead heats,' an ingenious engineer has perfected the mechanism which enables the racing driver to project one of his front wheels just that extra yard in such an emergency. Originally from 'The Motor' June 1933.



From the Archive

Last printed MA7C Newsletter 2012

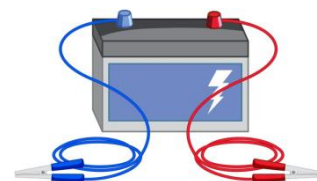
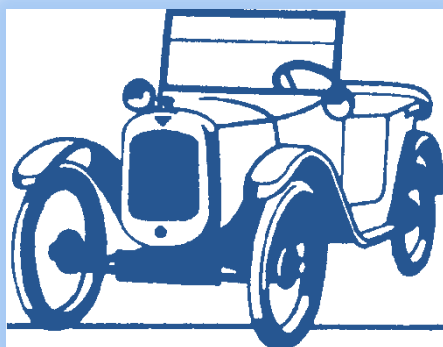
The following article is reproduced courtesy of the DA7C

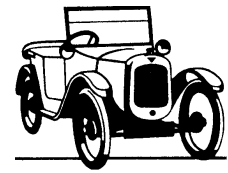
TIP OF THE MONTH— Winter Charging

Q: I was very interested in your seasonable and helpful article on "The Car in Winter." There is just one further point on which you may like to help me. I want to know how I can tell when the battery on my Seven is properly charged. I always keep the switch at the "Full Charge" position and hope for the best, and the supply has always been adequate to the demands on the battery. Is this practice likely to result in over-charging, and if so, will this prove detrimental?

A: The amount of charge a battery requires is naturally determined by the calls on its current. To verify if your battery is being overcharged remove each cell cap while the engine is running at a speed sufficient for the dynamo to operate, and then observe if the electrolyte is in a state of slight effervescence and giving off bubbles of gas. Use an electric torch if a light is necessary for this examination, as the gas might ignite or explode if a naked light is used. As the density of the electrolyte varies directly with the state of charge, the condition of the battery can be more positively determined with the aid of a hydrometer, an instrument for measuring the specific gravity of the electrolyte, which can be purchased for a few shillings from any garage. The specific gravity of the electrolyte when the battery is fully charged should be about 1.28 to 1.300 as indicated by the immersion of the hydrometer float in the electrolyte, drawn into the hydrometer. When fully discharged the hydrometer will indicate a specific gravity of about 1.115. It should be remembered, however, that these readings are subject to the electrolyte mixture being correct. If the level of the electrolyte has not been topped up to its proper level with distilled water (i.e., up to the tops of the separators) its specific gravity will be high, giving an optimistic indication of the state of charge. On the other hand, if at any time the acid has been spilled and replaced with distilled water, the electrolyte will be weak, and a correspondingly low specific gravity reading will be given. When gassing through over-charging takes place, topping up will be more frequently required, and acid fumes may pass out of the vents and attack surrounding objects. Usually these are not serious effects and overcharging is not so harmful as the effects of persistent lack of charge, but you should be able to judge to what extent the "Full Charge" switch position should be employed to keep the battery in good condition without undue over-charging.

From the Austin Magazine Feb 1936.





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.

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.

Dave's 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.

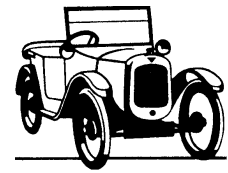
Website: <https://www.midlandbrakes.com/>

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.

MBTRIM, Unit 6 Royal Enfield Business Park, Redditch B97 6DL. Tel 01527 68141
Vehicle upholstery.





Events

A7S BACK TO THE TRACK

Will be back again for 2025!

No De Loreans allowed.....

This will be the 11th year that a group of Austin 7 enthusiasts book a day at the Curborough Sprint Course solely for the use of Austin 7s and A7 Specials

– this is **A7s Back to the Track**

Saturday 15th March 2025

Any car with an Austin 7 (or Reliant side valve) engine is eligible.

This is a non-competitive Track Day so MSA licence and Race suites are not required, just a road legal crash helmet (goggles and gloves are advisable) and is open to all, novice and seasoned drivers alike.

Passengers are also allowed.

Priority will be given to younger drivers of all ages to get to know Austin 7s.

The use of the track is 'unlimited' and you get as many runs as you can fit in!

The fee is **per car** regardless of the number of drivers.

We guarantee you will still not get better track value anywhere else – just ask previous participants!

The Curborough on-site Catering will be providing hot meals and the legendary Bacon and Egg Baps!

Watch Liam & Beth's A7 Adventures – Episode 6 – Curborough

<https://www.youtube.com/watch?v=1bCpRPrUcFQ>

Spectating is free so please bring your Austin 7 along to watch the fun.

Entry Fees are payable in advance and entries will be accepted from 2nd January onwards; but **do not delay** because previous years have been over-subscribed.:

For entries received and paid by 31st January 2024

£ 70.00 per Car (Subject to confirmation)

For entries received on and after 29th February 2024

£ 85.00 per Car (Subject to confirmation)

Please email for an entry form:-

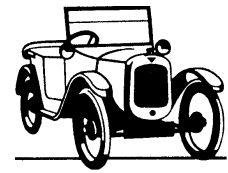
Cplainjonesaustin7@gmail.com



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£3.50 DISCOUNT ON ADULT TICKETS WITH OUR CLUB CODE*: **CCC5M818**

*Discount code is for club members, friends and followers use only. Quote the club code online to save £3.50 off single-day adult tickets or £2 off family, child & multi-day tickets. Club discount applied to Advance Ticket Prices before midnight on Thurs 20 Mar and Show Open Ticket Prices thereafter. Full ticket information: www.necrestorationshow.com/ticket-information. Book by 27 Feb to help your club earn extra benefits.

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BYRON BULLING & WOOD

Classic Cars

Sales and Wants

This year the Classic Car Show at the NEC marked 40 years of displays. As part of that I started to collect together the photos of the club stands at the shows. Previously to this the club displayed at Birmingham's much missed Bingley Hall. I displayed a selection of photos on this year's stand at the NEC. The club newsletters in the early days were printed on a Gestetner machine and it was some while before the technology allowed us to include pictures. While looking for photos of the stand there were a number I couldn't find. If you have photos from any of the dates, I would be most interested to see and copy them. Perhaps you displayed your car? I am missing the following years: 1985, 1987, 1988, 1990, any between 1991 and 1999, 2001, and 2003.

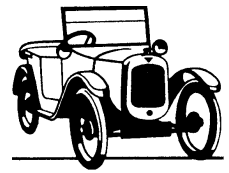
Any offers would be most welcome. Andy Lowe 0121 477 0547

Christmas present idea?



Rick has some large (A1) laminated posters of the Longbridge production A7, chummy in the lane etc. at £25 +pp. Contact him on 07470 696694 if interested.





FOR SALE

1932 Austin Seven RN Box Saloon



Owned for over 23 years by my late wife and sadly now for sale because I need more garage space.

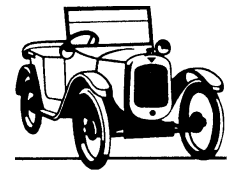
Brass radiator and Headlamps. Rewired and regularly MoT'd.

The last MoT (pass) was in July 2023 and the car has since developed a water leak which I've not found the time to fix.

£5,250 ono

For further information, please call John on 07764252716





Committee Corner

Midlands Austin 7 Club (MA7C)

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