

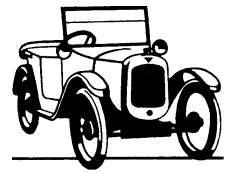
February 2024 Newsletter

MIDLANDS

*Austin
Seven*
CLUB



**1932 BMW Dixi 3/15
at the British Motor Museum,
Gaydon.**



Chair Chat

Hello and welcome to a new club year!

Well at last the nights are starting to get a bit lighter and warmer so we can work a bit longer in the garage. My special is stripped down at the moment as I'm upgrading the brakes to hydraulics. I had planned to do this for some time but an incident just after Christmas forced the issue. I was going to Ray Warrington's funeral when I broke down due to fuel pump problem, as luck would have it Robin Boyce's son happened to be passing and offered to tow me home. How I managed to miss hitting the back of his car is a mystery but there and then I vowed not to go out again without upgrading the brakes!



The Christmas meal went well again thanks to Brem and his good lady for organising another great do. The alternative bring and buy club night was well supported and we managed to raise £50 for club funds, thanks to the two Johns for their hard work.

Preparations are well underway for our club stand at the Classic Car & Restoration show at the NEC on 22–24 MARCH 2024. If you can spare some time to help setup or do some stand duties during the show please get in touch with me so that I can make out the rota. Don't forget you can save £3.50p if you quote our club's discount code see the advert on page 17.

There's a full calendar already for the year ahead. Check the events list in this newsletter to pick your favourites. Our Main Rally this year is at Snowhill Manor on the 19th May, let Andy know if you're interested.

Well that's it for another month, February's club night is a film night with films of the Centenary Event and other old Austin related films.

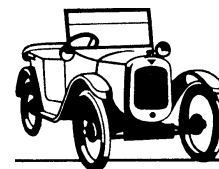
Regards

Rick Bishop

New Members

This month we welcome Keith Granger to the club.





Events

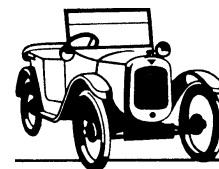
Please let Andy Lowe know if you hear of any more events which you think members would enjoy
2024 (Club Events in Bold)

23 rd /25 th February	Race Retro, Stoneleigh
27th February	Club Night: Films old & New
22 nd March	Oxfam Stomp Jazz night, Kings Heath Cricket Club
22nd/24th March	NEC - Practical Classics Classic Car & Restoration Show. See us in hall 5 stand 400.
26th March	Club Night: Talk by guest speaker
7 th April	Hammerwich Pre-War Car Gathering, email klaxonhoard@gmail.com
7 th April	Coffee & Chrome, Gaydon. mailto:coffeandchrome@footmanjames.co.uk
13 th April	Pride of Longbridge
21 st April	Drive it Day – Mill visit (TBC)
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
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 May	Daventry Motoring Festival daventry-motor-festival.eventcube.io/
19th May	Snowhill Annual Club Rally
28th May	Club Night : Noggin & Natter
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/
25th June	Club Night: Talk (TBC)
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
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
30th July	Club Night: Run, possibly to the Norton Collection (tbc)
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





Celebrating 100 years of the Austin Seven



- 23rd/25th August Silverstone Festival (A7CA entry deal available)
- 27th August **Club Night: Fish & Chips**
- 31st August VSCC Mallory Park
- 24th September **Club Night : AGM**
- 6th October 750MC Mallory Park
- 8th/10th November **NEC Classic Car Show (tbc)**

Front cover picture Dixi BMW 15/3

In 1926 Fahrzeugfabrik Eisenach (Dixi-Werke) concluded a deal with the Austin motor Company to manufacture the Austin Seven under licence in Germany. The production of the German version DA1 Model began in December 1927. The cars featured left-hand drive and an engine which was a mirror image of the original Austin.

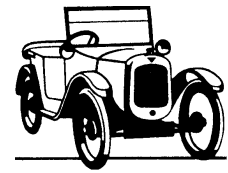
In 1928 the Dixi factory in Eisenach was bought by BMW of Munich which continued the production of Dixi until 1932, although with several improvements along the way. In 1929 at DA2 was introduced featuring a footbrake operating on all four wheels, plus a saloon model with an all steel body. The DA4 model appeared in February 1931, with a roomier body and a revised front suspension. About 23500 examples of German built Austin Sevens had been manufactured by 1932.



The car on the front page features the Dixi radiator badge as well as the familiar blue and white BMW roundel. It was acquired by the BMW museum in 1985 and completely restored. The company's chairman Bernd Pischetsrieder presented this car to the Trust on 18th April 1994 to mark a new partnership between BMW and Rover Group to commemorate the fact the first BMW car was conceived in Britain.

Engine 4 cyl 748cc	Top speed 47 mph	Power 15 bhp
Coachwork 2 door saloon	Price new £230	Reg mark HHHZ 194 Germany





Members Musings

Austin Winged Wheel Mascots: a passion or obsession?! - Ian Brough

The ubiquitous 'Wings and Wheel' emblem that we know so well from our Austins was designed and drawn by Herbert Austin and introduced as his Company's trademark when he registered the company in 1905. The logo first appeared as such on letters and official Company documents. In designing it, Austin's thoughts were that it should represent speedy, controlled wheeled motion: a worthy concept in terms of the development of cars



and how they were regarded at that time. In terms of publicity, the emblem first appeared on catalogues in 1906 and then on car radiator surrounds from 1907. A remarkable fact is that the emblem remained in use for six decades in one form or another until the early 1960s.

Similarly, the Austin 'script' badge, with which we are all familiar, was a stylised version of Herbert Austin's own signature and appeared on all Company literature from 1906; again, like the 'Wings and Wheel' started to appear on vehicles from 1907. Amazingly it too appeared on Austin cars into the 1960s.



Intriguingly, he had also at that time drawn it as a 3D image to be used to manufacture radiator mascots, with the design registered in 1906. As far as can be established from empirical evidence, the strikingly iconic winged wheel mascots which represented the quality and elegance of the vehicles were made in-house. Available to purchase as an add-on extra, contemporary photographs show them displayed on cars manufactured after 1907 and certainly on the 'Vitesse' Phaeton illustrated in the 1909 Carriage Department catalogue.

Ordering a new car from Austin's at that time was not a task to be taken lightly. You first chose your preferred chassis (20, 40 or 60hp specification) with either chain drive (driving both rear wheels - regarded as most energy-efficient) or the new-style propshaft drive that was becoming popular. You then consulted the Carriage Department's catalogue to select the particular body style of your choice. There were fifteen basic models on offer ranging from standard phaetons (tourers to you and me), two seaters, landaulets and even sporting models: a 'Brooklands' model was also offered. Incredibly they also manufactured bespoke bodies to customers' requirements. You then selected the seating and even the windscreen from four types on offer to suit your preferred style of motoring: chauffeur-driven cars were generally less well-equipped to deal with weather, for the driver at least! It is no exaggeration to say that the vehicles produced and supplied by Austin in the Edwardian period were the equal of the best on offer, in terms of design and build quality in the UK market.

It is perhaps the fact that these early 'Wings and Wheel' mascots seem to represent the quality and excellence offered by the Austin Motor Company which has long impressed and intrigued. Even more spectacular was the 'Austin Herald of Victory', a tall nickel-plated mascot produced for a very short time around 1921. It depicted an impressive wreath-carrying angel blowing a long victory trumpet and standing on a wheel. Larger but similar in style and quality to the Ballot car mascot (also with an angel blowing a trumpet whilst kneeling on a depiction of a Ballot car engine). The Austin mascot was presumed to have been produced as a response to the end of World War One. I cannot recall having seen any contemporary photographs with cars carrying this mascot. Very few have survived and are rarely sold.

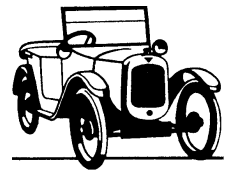


Rare Austin 'Herald of Victory' mascot





Celebrating 100 years of the Austin Seven



However, having seen a number of the early, magnificent brass 'Wings and Wheel' mascots sold at auction and occasionally for sale at autojumbles in the 1970s, I was hooked and taken with the desire to possess one. Eventually, I was absolutely thrilled to be able to purchase one from Derek Roberts at a Beaulieu Autojumble in the mid-1980s. Derek was an avid Austineer and Autojumbler who specialised in Austin memorabilia. I also recall that he had on offer a rare Austin Dealer's special '25 Year' bronze presentation plaque from a dealership close to his home in Gloucester.

The mascot, still in my possession today, is stunning and is one of the rarer versions that is nickel-plated not brass finish, as is generally the case. Members will recognise that nickel silver was used by Austin in solid state and as plating on Edwardian and Vintage vehicles for a number of carriage fittings, even in its solid form as door handles on models up to 1929 when it was superseded by the new Mazak material. My 1909 18-24



Larger mascot on my 18-24 Endcliffe Phaeton

Austin Endcliffe Phaeton had a nickel silver plated windscreen, acetylene generator and lamps together with accompanying solid nickel fittings.

From my research I have been able to determine that the early mascots were cast in brass to match the car radiators and that as the Company moved into the mid-Edwardian era circa 1911, they began producing radiator shells in nickel silver and then offered mascots cast in bronze that were nickel-plated. It is further possible to date the mascots, as the earliest examples were mounted on the early style Edwardian radiator caps with three nickel plated screws into a thin base platform. This mounting style was later to be replaced when new simpler-style radiator caps were introduced, enabling the more familiar central post mounting to be used. Mascots produced after this time had to have a thicker base to carry the central mounting pillar. A simple solution was to add a thick brass-collar base engraved with the Company's name carrying the registered design number.

What really intrigued me was the discovery that as Austin had produced other, smaller vehicles from 1910 onwards they also produced matching smaller mascots: three sizes in all. The early large mascot was 4" high with a 6¹/₂" wingspan; a medium mascot had a height of 2⁵/₈" and a wingspan of 4³/₈", and a small height model of 2¹/₂" with a 4¹/₄" wingspan. The smaller mascot, also marked Reg. 286069 was produced from 1923 and the last one to be sold in 1926 as is recorded in the 'Source Book'. Obviously, a special addition for your newly purchased Austin Seven!



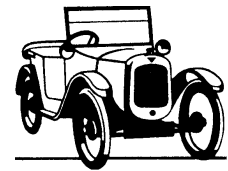
The smallest and largest Austin mascots with Edwardian radiator cap

Whilst over the years I had seen a number of the larger examples, never had I seen a smaller version though I had heard that they had been supplied attached to cigarette ashtrays as corporate gifts in the 20s. Again, I had not seen one. Subsequently I have seen a damaged example and other empirical evidence: Andy Lowe has assembled one from castings found in his father's tool box; Andy's father was an 'Austin Apprentice' and had worked in the foundry at 'The Austin'.





Celebrating 100 years of the Austin Seven



No doubt there will be some amongst our number who may have seen or possessed one at some time, but why have so few survived? It is perhaps easy to speculate that as cars became used as everyday transport for working folk, and as it was not unusual for hard-worked engines to overheat, a motor meter to tell you the car's water temperature became a much more desirable, functional tool and more accepted adornment, thus leading to radiator mascots being discarded. Austin themselves listed motor meters in the Spares Catalogues for all models from the early 1920s. It is easy to conjecture that discarded mascots left lying around in sheds, garages or on work benches, would perhaps have been readily damaged and disposed of. However, the concept of using temperature gauges coupled to mascots had obviously registered early on with Herbert Austin because in his sketch book, later to be published in the 1955 Jubilee issue of the Austin Magazine, there was an undated illustration of the 'Wings and Wheel' mascot incorporating a 'Boyce' style motor meter that he had contemplated. Was it only ever an interesting concept? Sadly, no known examples exist.

With my desire to have an example of the small mascot (by this stage I owned three of the larger models) the advent of new technologies in digital scanning and 3D printing made the prospect of producing a replica model possible. Knowing that several friends who were keen Edwardian and Vintage Austin Owners might also be interested in owning such a mascot, I set about investigating the potential and cost of such a venture. Initial enquiries were promising and discussions with friends who were willing to cost-share the project prompted the necessary actions to enable a batch of mascots to be produced. An essential element of the enterprise jointly agreed, was that it was to be a non-commercial undertaking and to preserve the rarity only the initial batch would be produced.

The project commenced by taking all three original mascots to be scanned; each had evidence of use and, wishing to achieve the best possible example, the resulting images were merged. With this accomplished it was then possible to scale down the resultant image to replicate a smaller version. The next step was to 3D print the necessary masters to proceed with producing moulds for casting the three separate components which make up each completed mascot. There was little difference in size between the two original smaller mascots; a greater number of the interested group members owned Sevens rather than larger Austins, so it was agreed to produce the smaller-sized Austin Seven mascots.

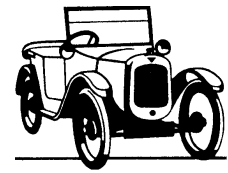
Armed with the approved 'masters', a trip to the Birmingham Jewellery Quarter resulted in finding a suitable manufacturer to produce the eagerly-anticipated mascots. Since owners of cars with brass radiators desired brass mascots and Seven owners required the nickel-plated version, a mixed batch was commissioned: brass for the early Edwardian cars and, in-keeping with the original specification, bronze castings to be nickel-plated for the Sevens. After approving a second set of moulds and the resultant castings a prototype model was produced. The eagerly-awaited mascot was brilliant and thoroughly-deserved praise was given to the casting company. The batch was commissioned and as can be seen from the accompanying photographs, surely the equal of any that were produced in the 20s!

Happily, all the recipients of the mascots were pleased to receive them, which made the exercise worthwhile. Although it was an extremely gratifying experience to recreate these little pieces of Austin history, it is not an activity that I will want to repeat, endorsing that there will be no more available! However, I am pleased to report that one of the mascots has been donated to the A7 'Archive Centre' at Lubenham so that a definitive example is now recorded.



The replica smaller mascot for Austin 7s





Seven's In The Family Part 1 – Dad's Cars (David Offer)

As a new member of the MA7C and heeding David's request for newsletter articles, I thought I would introduce myself by writing about the Austin Seven's we have had in the family.

We have had 3 Austin Sevens in the Offer family since 1955 and although the Ruby was sold after 6 years it obviously left a lasting impression on my father as 26 years later he bought his 1929 Chummy. After seeing a few specials at Beaulieu, I thought building one would be great fun and subsequently ended up buying an Ashley 750 bodied special.

While going through the files Dad had kept on the restoration of the Chummy, I came across some articles he had put together about his cars. Therefore in part 1, I can let my father tell the stories of his Ruby and Chummy.

BMW 866 1934 Ruby – 1955 to 1961

My first Austin was a 1934 A7 Ruby, BMW 866, which I purchased for £65 in 1955. At the time, as a final year engineering student, I used the car to commute daily between Reigate and Kingston, as well as for odd weekend trips to the South Coast. Having obtained my Degree, the car moved up to Derby with me. I used it on a daily basis to get to and from work and, at weekends, to explore the surrounding area, including the Peak District. At holiday times it did many return trips from Derby to Reigate, via the A5, as well as a trip into North Wales.



I fell foul of its relatively poor brakes on one occasion and put a nice dent into the offside front wing. On another occasion a following car failed to see my indicator arm and hit and badly damaged the back of the car when I braked to turn right. Some professional body shop work was required! Whilst I was in lodgings the car had to stay out in the open and the original paintwork was beginning to show its age, so I decided to do an outside repaint job. After rubbing the paintwork down, I applied Masons coach paint to the car using a sponge roller and was very pleased with the outcome. In order to make the car more comfortable during the winter months, I made a crude, but effective, heating system. A rectangular scoop was secured between

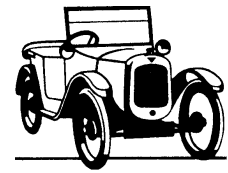
the radiator header tank and fan blade and from it I ran some flexible 4 in. diameter hosing back to a cut out I had made in the bulkhead.

Although the engine had been decoked on numerous occasions it was beginning to get very sluggish, so an overhaul was called for. By this time I was able to garage the car, so the engine was duly removed and stripped. The various parts were then sorted and cleaned and those that could be replaced, on an exchange basis, I put into a rucksack. Heavily laden, I took the train to London to do business with Withams. The rebuilt engine put new life into the Ruby, which continued to be very reliable. When the MOT was introduced in 1960, I had to replace the kingpins and sort out some loose chassis rivets to ensure that it would pass.





Celebrating 100 years of the Austin Seven



In 1961 my father in law was getting rid of his Austin A40 Devon, so I decided to buy this relatively luxurious car and sell the Seven. I managed to get £25 for it and believe it was eventually taken up to Yorkshire. I often wonder if it is still on the road. In my ownership the car had covered some 25,000 miles and any problems I had were of a relatively minor nature and mainly electrical, e.g. dynamo failing to charge, fuses blowing etc. I enjoyed the Devon, particularly on long journeys. It was great to do the Derby to Reigate round trip in real comfort and also less time when the M1 was opened.

GJ 2394 – 1929 Tourer – 1986 to today

We moved to the Isle of Wight in 1972 and, on visiting a local Garlic Festival in the 1980's, saw a display of old cars that featured a number of Sevens. Nostalgia set in, so I decided to look for a Seven. In 1986 I was offered and bought, a rolling chassis and engine with a view to building a Special. Shortly afterwards I heard about a 1929 Chummy that had been seen languishing in a garage in Brading for 16 years, without being used. I contacted the owner, who happened to be a sailing friend, to see if I could go and have a look at it. It was not for sale, but after a little persuasion, he decided to let me buy it. The car was a non-runner and had to be trailered home. I subsequently passed the Special bits on to my son, in Kenilworth.



I then subjected the Chummy, GJ 2394, to a two-year body off restoration and engine rebuild. From the outset I decided that I would do as much of the work as I possibly could, and that included respraying it and making a new hood and side screens. The car passed its MOT in 1989 and has, since then, been used on a regular basis mainly on events organised by the Isle of Wight Austin's. Along with a number of other cars from the group, it has regularly attended the National A7 Rally at Beaulieu, completed the Millennium London to Brighton Run organised by the A7OC, and toured Normandy. The car has proved to be very reliable.

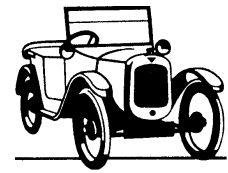


Just before Christmas 2003 I had a telephone call from Viv Orchard saying that Doug McLaren, the Treasurer of the A7OC, would be contacting me about my Austin 7. I subsequently contacted Doug once I received his letter and he then went on to tell me about what had happened when he recently attended a Diamond Wedding Anniversary in Norfolk. He was seated next to a lady and, perhaps inevitably, the conversation got around to Austin's. It transpired that she had owned an Austin 7 Tourer in 1955 and asked Doug if he could find out whether or not GJ 2394 was still on

the road. He duly searched the records and found that I was the owner of the car. I was then able to e-mail him with some information and recent photographs of the car so that he could send them on to this lady.

After Christmas I received a very informative letter from Sheila Bartlett, the lady in question, together with some photographs of the car in her ownership. She was thrilled to hear that the car was still alive and well!





She had always imagined that the car would have been scrapped many years ago. Sheila had bought the car from an Al Cressy, an American Serviceman, who was returning to America after being stationed at Greenham Common. Apparently it was one of a number of Tourers to be seen in and about Newbury at the time. Sheila had used the car for a number of holidays from Newbury. One to Devon which she says "was a brave adventure, since I couldn't do any running repairs should she breakdown, however we got there and back without incident". The next adventure was to Norfolk "where we visited Sandringham House. At that time no visitors were allowed, but my girlfriend knew someone who worked there and we were shown around. The car left it's calling card there in the form of a pool of petrol!" She also made frequent trips to London and parked the car in Pembridge Square, Bayswater. On moving to Yorkshire in 1959, Sheila sold the car to a 'young lad' in Newbury for £14 10s. I wonder if that 'young lad' is still out there somewhere!

After I had restored the car it was christened 'Poppy' by my grandchildren, however Sheila revealed she had called the car 'Penelope Jane'.

It is interesting to compare the photographs that she sent me of the car with those that I took shortly after I purchased it in 1987. In 1955 it had no running boards, it sported a fire extinguisher on the offside as well as a wing mirror. Sidelights had been fitted to both front wings. The wheels appeared to be a mixture of both solid and open centre ones. There was no starting handle. A strip of metal had been fitted across the radiator. I am not sure what purpose this served, but I now know why there are the two holes in the radiator surround in this area!

When I bought the car it still had its original paintwork, but the aluminium bodywork, just below the door openings, was badly corroded on both sides. At some stage the wings had been repainted, the sidelights removed and the headlamps replaced by slightly bigger ones. It now had a starting handle. Wooden running boards had been fitted, which sloped from the front to the rear! All the wheels were now solid centre ones. The vacuum windscreen wiper mechanism had been replaced by an electrical one. The fire extinguisher was still there!

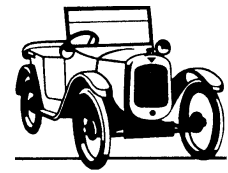
Between 1959 and 1987, the car had at least three owners. From 1967 to 1973 it was based in Mill Street, Wantage, it then went to another owner in Cloudsley Road, North London, who subsequently moved to the Island, bringing the car with him.

Stanford Hall

Some of you may remember that at one time the then incumbents, Lord and Lady Braye, were gracious enough to present the various Trophies at our lamented annual rally in their estate. I wonder if they were the same generation of Brayes who embraced the opportunity to have electricity introduced to the Hall in the 1920s. Apparently they were baffled by the prospect of having to run cables through their long ballroom without wrecking its delicate eighteenth-century stucco-work. Then someone had a bright idea: they prised up a floorboard at one end and dropped a dead rabbit into the void; then they prised up a floorboard at the other end and unleashed a ferret, with a string tied to his collar. When the ferret had managed to negotiate the joists and reach the rabbit, the string was used to pull through a cable. Hey presto, the problem was solved. Unfortunately we can't all, if necessary, call on the services of a ferret and a deceased bunny.

Robin Boyce





13 - The Centenary challenge – William Waddilove

Whenever you start on a project there needs to be a degree of planning and also an awareness that there are a number of unknowns. And anyway on a project like 'Get a 1934 car going after a 50+ year rest' a certain (or uncertain) amount of supplies and materials that will be needed. I was given the car in 1970 and it next ran in 2022.

I realised that I am a fairly experienced metal worker including having a reasonable degree of sheet metal and car body repair experience plus the related equipment.

Anyway I thought it might be useful for others to list some of the organisations that have been helpful in fulfilling my centenary challenge.

A7 specialists

Oxfordshire Sevens <http://www.oxfordshiresevens.co.uk/>

Ian Tillman - Replacement body panels (I used Rh floor pan and sill, Rh scuttle 'Fitch Plate' and Headlight support. Very helpful it helped that I placed an order and then went to visit his works.

Austin 7 Components (<https://www.a7c.co.uk/>)

David Cochrane - Quite a lot of small engine and other spare parts. Very useful as he is only a few miles away.

County Austin Sevens

31 Forest Rd, Huncote, Leicester LE9 3BH tony.7ca@aol.co.uk

Tony Betts - Several items – plus numerous new and second hand parts. What a place to visit. (see Centenary Challenge No 9 and 10)

General Car related suppliers

Frosts, (<https://www.frost.co.uk/>)

Albion Park, Warrington Road, Glazebury WA3 5PC

Tools and specialist materials. They supply all sorts of items related to car restoration and repair

Woolies (<https://www.woolies-trim.co.uk/>)

Whitley Way, Northfields Industrial Estate, Market Deeping, Peterborough PE6 8AR

Tel : 01778 347347 info@woolies-trim.co.uk

Car trim and related. Bought head lining and vinyl roof covering.

Auto Electrical(<https://www.autoelectricsupplies.co.uk/>)

Six volt bulbs and related electrical components

Car Builder (<https://www.carbuilder.com/uk/>)

All sorts of useful items including wing mirrors.

General suppliers

Brocol Ltd (<https://www.brocol.net/>)

Nuts and bolts and especially BSW and BSF. They are proud to be suppliers of fastenings to the automotive industry.

Rapid metals (<https://www.rapidmetals.co.uk/>)

Specialists in small amounts of a wide variety of metal. Including mild steel sections, Brass and sheet material cut to lengths including 58 mm x 3mm for front bumper (see a past edition of the MA7 mag)

Jawel (<https://www.jawel.co.uk/>)

Car body paint and related. I used their cellulose and mixed to my colours. The selected colour is 'Tobacco Leaf' a colour popular on Rover 2000 cars when I had a previous wave of restoration and actually not too dissimilar to what may have been an original colour and still 'Yellow' as the DVLA record.

MachineMart (<https://www.machinemart.co.uk/>)

Welder and tools in general

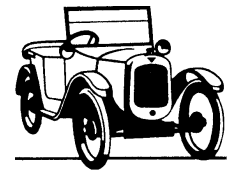
Arrow Engineering supply (<https://www.arrowrugby.com/>)

Suppliers of Hobby Weld gas, regulators and other engineering items etc





Celebrating 100 years of the Austin Seven



Leyland 'Direct to Metal' Black paint.

Some brush painted on all easy to get at bits and a generally all over underneath using a normal air sprayer. It seemed to be compatible with the cellulose which was used on all proper body panels.

And with thanks to . . .

This list is related to those that have helped me in my restoration work and mentioning the items I bought though them. I gained the car in 1970!

Three very special neighbours – A very big thank you!

Andrew Kirby – at a very low point came and in two afternoons cleared the cluttered workshop so 'that car in the corner' could get out, and

Dave Evans – I was low when I found the sump has a lot of water in it. Head off, problem observed, studs out, valves out and now a flat block and head and able to get a good cylinder head seal and running by 8.00 pm!

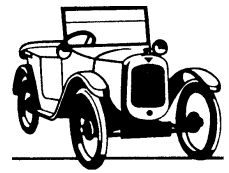
Jeff Chatwin – for encouragement including the phrase "Well, there is no one else to do it!"

Some of the equipment used

- Normal Manual Metal Arc welder. This included using the 'carbon rod spot welder' bought from Frosts.
- Carbon rod spot welder. Adapter used on the arc welder, bought from Frosts.
- MIG (Metal Inert Gas) welder – this feeds a pure mild steel wire and with a gas shield. Mine came from Machine Mart. Originally using disposable gas cylinders. Yes they might work for some people but I kept finding them run out of gas when I returned to using them after a long break Also you have no way of finding out how much gas is in them I changed to Hobby weld 15 gas – a CO2 mixture cylinders. Yes more expensive to set up – you need a proper regulator and 'buy the cylinder plus the gas (If you have not lost the original receipt they will refund the deposit upon return) otherwise you just swop to a refilled cylinder. Used for most of the bodywork welding.
- No-Gas MIG welding – it uses the same welder but a special wire with the flux inside. (Bought as a special purchase from Lidl.) Not used for body work as it still has a 'crusty' slag around the weld to remove.
- Oxy/Propane Gas welding. I used to have access to a proper oxyacetylene welding set but the 'owner retired'. This uses the same equipment and normal propane cylinders plus Hobby weld Oxygen bottles. So much simpler. It is used to give a small hot flame for bronze welding, and straightening front bumper irons so a straight front bumper can be used etc. (I did have a mini set using disposable gas bottles but unable to check how much gas was in and they always seemed to be empty when I wanted to use them)

Plus a multitude of normal workshop stuff: Lathes, Guillotine, metal folder, Roller, angle grinders and sanders – well I have been working metal for decades!





Cranford

The weather was not very kind at all, resulting in sparse attendance by the public. Exhibitors were plentiful especially the commercials who can always be relied upon.



A pair of veteran cars on display the pilot suitably wrapped from the cold. Our visit was cut short so only a few snaps.

BS looking regal and in splendid condition.

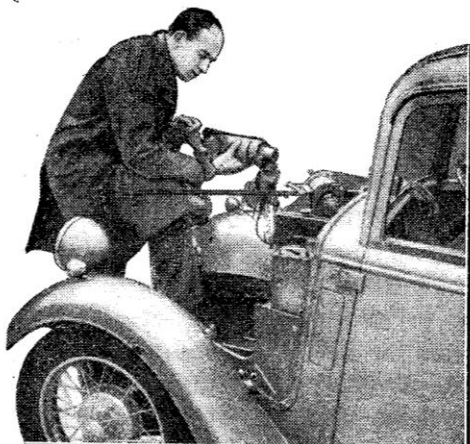
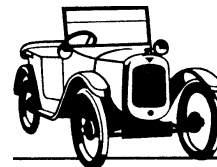


In full chat the crew heading for their pitch. Having stood by this outside the beer tent I was sorry when it moved.



Velocette holding its own among Harleys, HDs and the like.

By Rikk Harrison



Overhauling the pre-war Austin Seven

Clutch Attention and Timing the Engine : Servicing the Propeller Shaft and Brakes

IN last month's issue, it will be recalled that the springs holding the clutch levers in position could be taken away when the clutch assembly was firmly mounted in a vice with the top half clamped down.

Take away the levers, and upon releasing the vice and the clamp the assembly will come to pieces. Make sure that the clutch thrust-race is in good condition and if the steel centreplate splines are worn they should be renewed. When reassembling ensure that the flywheel nut is quite tight before turning over the locking washer. When the clutch is assembled, bolt it to the flywheel by three of the six screws and test the clutch levers for truth. Place a straight-edge across the end face of the clutch pit and measure the distance from the straight-edge to the clutch levers; this should be $5/16$ in. It is important that this distance be exactly the same on all three levers. If it is not so the levers should be removed and corrected.

Timing Wheels

While the engine is out of the chassis try the timing wheels for backlash. If there is any,

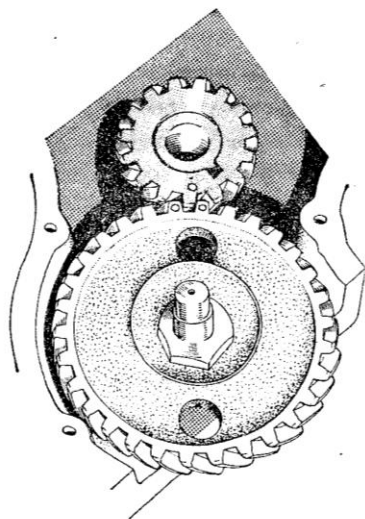


Fig. 1.—The punch-mark on the camshaft wheel should be between the two marks on the crankshaft wheel.

new wheels should be fitted. All wheels have the timing marks stamped on them and the camshaft and crankshaft wheels should be set so that the single punched tooth on the camshaft wheel is between the two punched teeth on the crankshaft wheel as shown in Fig. 1.

Final Adjustments

Before replacing the engine in the chassis inspect the rubber bearers and if they are soft or oily or compressed, they should be renewed. Their adjustment is important because poorly adjusted bearers are the cause of vibration and rough running. The final adjustment, which should be carried out on a run, should be so that the bearers are gradually tightened down until the desired smooth running is obtained.

The ignition should be timed so that the spark occurs at approximately $3/4$ in. before T.D.C. On those models with a manual ignition control the spark should occur approximately $1 1/4$ in. before T.D.C. with the ignition fully advanced.

On all models previous to those with the sloping radiator and cowl, both radiator and cowl should be removed as a unit. On these

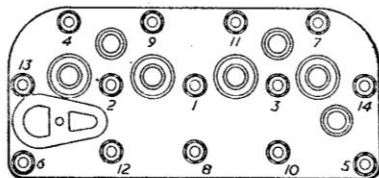


Fig. 2.—Tightening sequence for the cylinder head bolts.

models it is not necessary to remove the gearbox but where rubber engine bearers are fitted to cars with this type of radiator the front engine holding-down bolts should be removed. When the radiator is off and the engine bolts or studs removed the engine will slide forward and upward, clearing the clutch splines.

Gearbox Care

Up to September, 1932, a three-speed gearbox was employed. From then until August, 1933, a four-speed box with synchromesh on third and top gears was fitted and from August, 1934, synchromesh was employed on second, third and top.

The gearbox oil should be drained when it is hot, the box flushed out and refilled with fresh engine oil. It is important that only engine oil be used—a heavier lubricant will seriously affect gear-changing, especially on the synchromesh boxes.

Propeller Shaft

A dual-type propeller shaft with an open forward end and a closed rear end is used. On later types of Seven, the needle-type Hardy-Spicer joint is fitted to both ends of the forward propeller shaft, while on models previous to September, 1934, a fabric coupling is fitted at the front end and a cardan joint at the rear. If the fabric joint is soft or has

been damaged it must be replaced. A good test is to engage top gear and, leaning on the floor through the driver's door, rock the car back and forward while holding the joint. Any looseness can be easily felt.

The joint is held by six bolts and castle nuts with split pins. The cardan joint consists of a ball-end to the shaft fitted with a cross-pin which carries two cardan blocks, the whole working in a cardan pot which bolts to the driving plate of the rear propeller shaft.

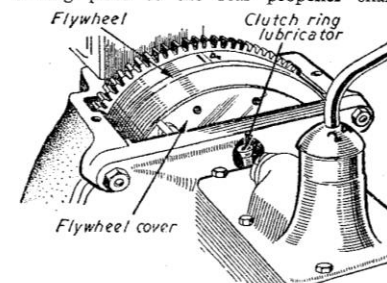


Fig. 3.—When retiming the ignition, the $1/4$ mark on the flywheel should be $1/4$ in. before T.D.C. when the contact breaker points should just be opening with the clip set for full advance.

Fitting Rubber Joint Cover

To retain the grease a rubber bag is fitted to the shaft and pot. Remove the joint by taking out the bolts and nuts from both ends. If a new fabric joint is not required, do not take out the three bolts holding the joint to the gearbox drive.

Wash all the parts and examine them for wear. The cross-pin will tap out of the ball-end of the shaft. To replace the rubber bag it is necessary to tap the pin through the ball until one end is flush. The rubber then can be easily passed over.

It is likely that adjustment of the torque anchors and the spherical joint will be necessary. The forward end of the torque tube, which encloses the rear propeller shaft, is in the form of a sphere which is held in a housing of the same shape by a castellated locking ring. The bottom of the housing

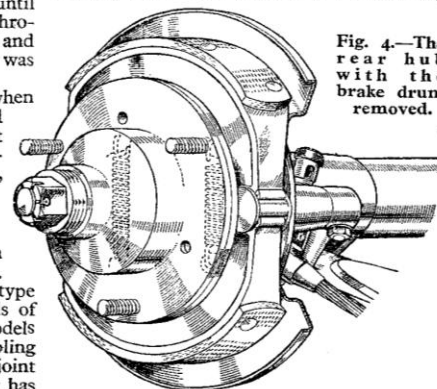


Fig. 4.—The rear hub with the brake drum removed.

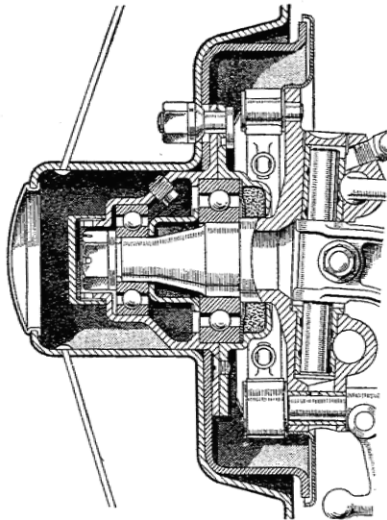
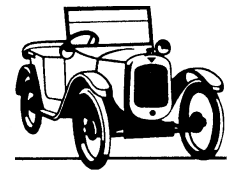


Fig. 5.—The front brake drum and hub in section.

has a tubular extension which is anchored to a ball bolted to the cross-member of the chassis. The ball is held between cupped seatings and these are adjusted by a nut which is locked by a thin locknut and tongued washer. The spherical nut can be adjusted by removing the two set-screws which fit through the castellated slots. Tighten the spherical nut right home, release one castellation and refit the set-screws. The torque anchor can be adjusted by knocking up the lock-washer, slackening the thin upper locknut, tightening the bottom adjusting nut, slackening back one-eighth of a turn and then relocking the nut.

Axle Leakage

Leakage will sometimes occur through the outer felt washers fitted to the rear hubs with the result that the brakes become seriously affected. Drain the rear axle of lubricant (preferably after a run when the oil is hot) and remove the washers.

This is done by taking off the rear wheels the axle shaft split-pin and nut. Take out the three counter-sunk screws which also hold together the two halves of the rear hub. With the outer half of the hub removed, the clamping nut and lock washer for the inner hub is revealed. Remove this and the inner half holding the ball race and felt washer will pull off. Tap out the ball races and renew the felt washer after applying a little yellow grease to it where it fits on the shaft. Clean the ball race and examine it to make sure it is in good condition. The brake linings can be inspected at the same time (Fig. 4).

Front Axle

This is mounted on a transverse spring. Jack up the front axle and feel for play in the hubs and swivel axle pins. If there is any play or roughness present the hubs should be dismantled in a similar fashion to those fitted at the rear of the car. The front brakes can be examined at the same time (Fig. 5).

Examine the spring shackles and bushes, renewing them, if necessary. Make quite sure that the spring U-clips are tight and the wooden packing piece has not collapsed. Remove the front shock absorbers and clean the friction discs. This may be done by rubbing them lightly on a piece of glass-paper fixed to a flat surface. Renew the wooden centre bush and also the rubber bushes in the connecting links if they are worn.

Make sure the nuts holding the radius rod to the front axle are tight. Examine the track-rod pins and bushes and renew them if necessary. Track up the front wheels—

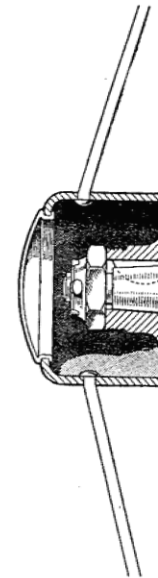


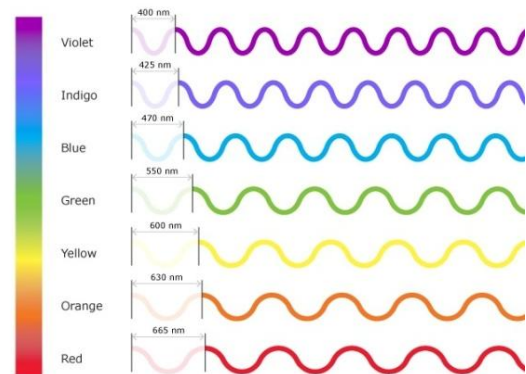
Fig. 6.—Section through the front axle assembly.

the toe-in is $\frac{1}{8}$ in. If at both ends of the the bolts, take off the cups and springs, if they have not collapsed. Check the brake linings if there are any signs of wear. Particular attention should be given to the part of the front axle round the swivel.

Interesting Information

Why are brake lights red?

Recently I visited a WWII submarine in Portsmouth dock museum. The retired submariner explained that at night all the lights in the submarine are red because:



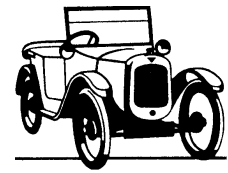
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- Red light helps to preserve the eyes night vision.
- White light in the control room might be visible to hostile shipping via the periscope's mirrors.

On the road:

- Red brake lights don't dazzle other drivers.
- Red light has a longer wavelength than white light (or other colours) so doesn't cause as much glare.
- Red light makes objects visually bigger as a type of expansive colour
- Red is a colour of warning colour.
- It scatters the least on transmission through air. So red light is able to travel the longest distance through the fog and rain. Pam T.

Sources <https://www.quora.com/Why-are-brake-lights-red>
<https://www.sciencelearn.org.nz/resources/47-colours-of-light>



Caption Corner



It is great to know the Highways Agency is so organised that it can plan the work to the exact day!
(Courtesy of HA7C's Bob Garrett)

New topic! Toolbox Tools



This homemade tool makes removing the front crankcase bearing straightforward (provided the crankcase is nicely warm).

Dimensions are detailed in The Austin seven Manual by Doug Woodrow.

Do you have any useful tools in your toolbox you could tell us about? Please send in a picture and a description. Thank you ED.

Events

Would you be interested in joining us for a visit to The British Motor Museum Gaydon, Warwickshire in 2024?

You could bring your Austin Seven along. **Car clubs** can visit the Museum as part of a ride-out or social day for the discounted rate of £12 per person instead of £19. To qualify for the discounted rate the group must be pre-booked and consist of 12 persons or more. There are a variety of Austin Sevens on display including the famous John Colman's Austin Seven!

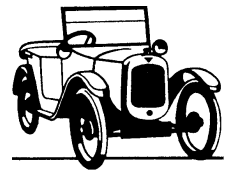
Please contact Dave at dtrickett331@btinternet.com

Click on the link to see the website. <https://www.britishmotormuseum.co.uk/>





Celebrating 100 years of the Austin Seven



A7S BACK TO THE TRACK

This will be the 10th 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 16th March 2024



In aid of

PARKINSON'S^{UK}
CHANGE ATTITUDES.
FIND A CURE.
JOIN US.

This event is now fully booked, but please come along and watch the fun (and enjoy the excellent catering facilities).

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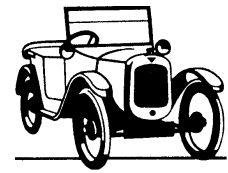


Detailing Partners



Lubricants Partner





Sales and Wants

Rachael Hayhurst is looking for an Austin Seven (her dream car) to hire to take her from her parents' house in Loughborough to the Great Central Railway, Loughborough for their (small and intimate) wedding, but as of yet have had no success.

Are there any members who would be willing and free on Wednesday 12th June 2024 in the morning to drive Rachael for the short journey (approx. 3 miles) to the Great Central Railway. She appreciates that the owner would have to drive/chauffeur the vehicle for the period and is of course willing to pay the owner for this.

Please email Rachael at rachael_hayhurst@hotmail.com

Three bearing engine complete except carb, dynamo housing and fan pulley.
Including starter, dynamo, distributor, H/C cylinder head and all parts.
Disassembled and for sale on behalf of a friend.
Andy Lowe 0121 477 0547

National News

Austin Seven Clubs Association Committee Meeting Report – Ian Brough

The recently held Committee meeting of the Austin Seven Clubs Association covered a number of interesting issues that will be of interest to Club members.

Specifically of note, discussions took place regarding the interred Ashes and Memorial of Stanley Edge, presently located adjacent to a layby at Frankley Beeches. Stanley Edge will be known to most Austin Seven enthusiasts, famous for his contribution working directly for Herbert Austin at his home Likey Grange, in the creation of the Austin Seven.

The current location was chosen by Edge because of the splendid panoramic views of the Lickey Hills on one side and the rolling countryside across to the Malvern Hills on the other. Apparently he would stop and take in these views when travelling on his motorbike from home in Halesowen to Austin's home where he lodged during the week whilst working on the drawings for the prototype Austin Seven.

His ashes were interred in consecrated ground, with a memorial behind a gated fence. What was once a very presentable location has now become a dumping ground for fly-tipping, a meeting place for drug use and a convenient latrine. The gate has been barred and the site an eyesore!

Discussions centred on their removal to a more appropriate location as befitting his place in motoring history. The most likely was a proposal to move them to the local Parish Church yard in Likey. However, a number of issues not least as to the state of the ashes depending on what sort of casket had been used and what legal process was necessary if they are still intact, would be needed to remove them from sacred ground.

It was thought that at least the memorial should be re-sited.

Our own Andy Lowe is the source of information and is actively engaged in progressing this matter with the local vicar, who is being helpful, reviewing the necessary official requirements to enable this to occur.

More will be reported by Andy Lowe when progress has been achieved.

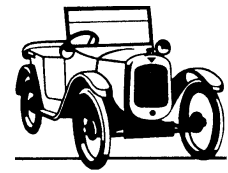
A new Archive Acquisition and Disposal Policy was approved.

The Association has an incredible collection of literature and artefacts which also includes general Austin material, some pertaining to other models, twelves and twenties. The Archives have grown considerably since its inception and it has become necessary to update policy for security and to ensure relevance for the future.





Celebrating 100 years of the Austin Seven



In addition to an online search facility there are from time to time, open days held at the centre with access available to members. Certainly worth a visit. When I receive notice of this years 'Open Days' at the Lubenham facility (near Market Harborough, Leicestershire) I will ensure members are made aware and have the opportunity to visit.

It may be possible with permission to arrange a special Club Day. If there is sufficient interest. Andy Lowe and I have visited previous on a number of occasions. There are other local features of interest which combined with visiting the Archive Centre would make for a good day out! (If interested parties let me know I will investigate further.)

With the Associations quarterly magazines produced for over fifty years there is a huge amount of printed material available to members.

Approval was given to investigate the proposal to create a searchable electronic version of the Association's Magazine back catalogue to give access to members.

The Association Registrar reported that a further 55 new cars had been added to the Register during 2023. Even though the Register has been established for many years, it is surprising how many newly found vehicles and related data are still being reported. On the basis of recent evidence no doubt there are still more cars yet to be recorded.

It is easy to check online to see if your car is included in the register plus lots of interesting, related data is readily available.

If you have an Austin Seven not yet recorded on the Register please let us know and we will assist you in doing so.

David Mawby, the Association's Insurance Liaison Officer reported on encouraging progress with RH Insurance for insurance cover for young people to drive vintage cars. Given our desire to encourage young people to become interested and involved in our hobby this is particularly relevant.

Presently there are a number of caveats, particularly that the young person must be 19 years old, have been supervised by a parent whilst driving a vintage car (owned by the parent and insured with RH) for the previous 12 months. The parent has to have had an insurance policy for a number of years. For sole driving insurance the vehicle must be owned by the youngster. It is specifically stated that this is available only available on a case by case basis. This is a difficult area but it is good to report that some progress has been achieved and that prospects for future developments are promising.

It was recorded that an Association 'YouTube Channel' had been created,

<https://www.youtube.com/@Austin7ClubsAssociation>.

Video content is requested from members with an enthusiasm to encourage members to help build up a resource that may encourage a new audience. The necessary link is :

<https://docs.google.com/document/d/1eg1xuEXsmoPKStHRsNmih5BaU2UH6grsBsacJwyPd0/edit?usp=sharing>

Other issues arising were :-

1) The request to find someone with accounting experience willing to oversee the Associations Finances. This is not a full audit role but a general overview of the operating systems to confirm that they are being operated satisfactorily.

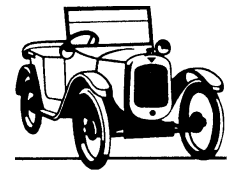
2) To find volunteers with experience in Scanning, Archiving and Indexing to join the working party currently investigating the setup of a new facility.

I will be happy to assist anyone who thinks that they might be able to help, please make contact for further information.

Local Monthly Meeting.

The Austin Seven Wanderers, an informal group formed in the early seventies to promote and encourage the use and enjoyment of A7s , still meets from time to time in the local Area. Presently during the winter period meetings are at lunch time on the last Wednesday of the month at the Coach and Horses at Weatheroak Hill, Wythall. Any member with a passion for Austin Sevens and generally interested in 'Austins' who may care to come along to join in the banter and socialise is invited to contact Les Gammon on 07786 506600 for further information.





Committee Corner

Midlands Austin 7 Club (MA7C)

President: John Ward (Well House , Milcote Road, Weston on Avon CV37 8JX). Tel 01789 751175				
Chairman	Rick Bishop	4 Reynard Close Webheath Redditch Birmingham B97 6PY	rickbishop1950@gmail.com	01527 404946 (h) 07470 696694 (m)
Distribution Team	John and Jill Philps	4 Old School Lane Wilmcote Stratford upon Avon Warwick CV37 9UZ	john.philps@btinternet.com	01789 290525 (h) 07775 748225 (m)
DVLA Rep	Ron Rudge	1 Everitt Drive Knowle Solihull. B93 9EP		01564 730188 (h) (before 9.30 pm)
Editor	Dave Trickett	2 Dunchurch Close Balsall Common Coventry CV7 7PN	dtrickett331@btinternet.com	01676 535554 (h)
Events Secretary	Andy Lowe	38 Kingswood Road West Heath Birmingham B31 4RP	lowespeed07@gmail.com	0121 477 0547 (h)
Auctioneer	John Roberts	18 Oaktree Lane Cookhill Warwick B49 5LH	alisonroberts2003@yahoo.co.uk	01789 765349 (h)
Membership Secretary	Pam Trickett	2 Dunchurch Close Balsall Common Coventry CV7 7PN	dtrickett331@btinternet.com	01676 535554 (h)
Regalia Secretaries	Jenny Bremner-Smith Jill Philps	Tanglewood Cleeve Prior Evesham Worcester WR11 8JY 4 Old School Lane Wilmcote Stratford upon Avon Warwick CV37 9UZ	brem.bremnersmith@talktalk.net jill.philps@btinternet.com	01789 509236 01789 290525
Road Events Organiser	Brem Bremner-Smith	Tanglewood Cleeve Prior Evesham Worcester WR11 8JY	brem.bremnersmith@talktalk.net	01789 509236 (h) 07712 928711 (m)
Treasurer	Ian Devey	25 Robin Hood Crescent Hall Green Birmingham B28 0BN	devey777@gmail.com	0121 777 9655 (h) 07971 511454 (m)
Webmaster	Dave Trickett	2 Dunchurch Close Balsall Common Coventry CV7 7PN	dtrickett331@btinternet.com	01676 535554 (h)
Secretary	Bob Prophet	Soley's Orchard Rectory Road Upton upon Severn Worcester WR8 0LX	rsprophet26@gmail.com	01684 592509 (h) 07713 742777 (m)