

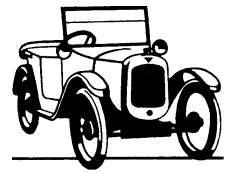
July 2024 Newsletter

MIDLANDS

*Austin
Seven*
CLUB



MA7C rally at Snowhill Manor
Gloucestershire.



Chair Chat

Hello and welcome!

Well another month has gone and now we are truly in the rally season, May's club night went well but not particularly well attended and was a talk about the FBHVC\DVLA consultation about the way forward with Vehicle registration etc. June's club night was a bring your car night and a Noggin & Natter, thanks to those who bought their cars along, Charlie Plain-Jones, Robin Boyce, Terry McGrath, Rikk Harrison and a few others. I was hoping to have my special there but I was still struggling with the gremlins with the Hydraulic Brake conversion! However all is now well and my brakes are working great! Hooray!!!! So all being well be at next club night which again will be "A bring your car night" and a Noggin & Natter to make the most of the light nights!



Preparations are under way for our stand at the NEC in November. It will be the shows 40th year and our 40th attendance quite a feat. We are looking for cars for the stand "The Jewel cars" i.e. Pearl, Ruby, Opal plus maybe an early Chummy 1923/24 and maybe a Big7 or Sports. We are also calling all older long standing members to search through their old photos to see if they have anything from the 1984 show that we can use. So get searching please!

Hopefully see you out and about in your cars in the near future, keep your eyes peeled to the events page in the newsletter as this is updated every month

Regards

Rick Bishop

Note that the date of the visit to the Motor Museum at Gaydon has changed to Sunday 29th Sep – Ed.



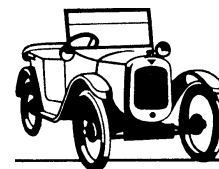
Lancaster Insurance Classic Car Show

We have been accepted to display at this year's show at the NEC. If you would like to be involved with set up, packing up, displaying your car, talking to strangers about Austin 7's, rolling out carpets, constructing backdrops, planning to feature the "Jewels" this year on 8th, 9th & 10th November; please speak to Andy Lowe 07971224002 or 0121 477 0547.

New Members

A warm welcome to our new members, Louise Chance, Richard Smith and Jon Grant.





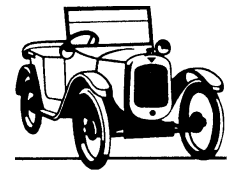
Events

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

2024 (Club Events in Bold)

- 14th July Newark Park Rally, Bristol Austin 7 Club bamor61@yahoo.com
- 20th/21st July Shelsley Walsh Classic Nostalgia www.shelsleywalsh.com
- 28th July Wings & Wheels (Ticket only) <http://www.eventbrite.co.uk>
- 26th/28th July Welland Steam Fair <https://wellandsteamrally.com/>
- 26th/28th July Austin 10 Drivers Club National Rally, Goatland N Yorkshire
- 27th/28th July Oulton Park Gold Cup 0th Anniversary meeting
- 30th July Club Night: Noggin & Natter. Bring your car. NB the planned visit to the Norton Collection has been cancelled due to lack of numbers.**
- 4th August Coffee & Chrome, Chateau Impney coffeandchrome@footmanjames.co.uk
- 3/4th August VSCC Prescott Hillclimb
- 5th/11th August VSCC 90th Rally event, Stratford upon Avon Race course
- 9th/11th August Retro Festival , Newbury www.retrofestival.co.uk
- 24th August Gloucester Retro <https://gcc.ticketsolve.com/ticketbooth/shows/1173645244>
- 23rd/25th August Silverstone Festival (A7CA entry deal available)
- 27th August Club Night: Fish and Chip Supper at 8.00pm sharp in Beoley VH. Place your order with Brem by 21st August latest, by phone or email, please. Contact details in the Committee list.**
- 31st August VSCC Mallory Park
- 8th September Dorridge Day Classic Car Show, Dorridge Park dorridgeday.classics@gmail.com
- 21st/22nd September Stoke Prior Steam Rally Shakespeare Rally Promotions Ltd
- 24th September Club Night : AGM**
- 29th September British Motor Museum, Gaydon. Bring your Austin 7 – see P15**
- 6th October 750MC Mallory Park
- 13th October Coffee & Chrome, Chateau Impney coffeandchrome@footmanjames.co.uk
- 20th October Autumn Leaves, starting from The Ranch, Honeybourne – details to follow.**
- 29th October Club Night. Bring & Buy**
- 8th/10th November NEC Classic Car Show (see P16)**
- 26th November Club Night. Talk by Clive Danks**
- 10th December Christmas Dinner at the Fleur de Lys, Lowsonford. Places are limited so please book early. Brem will circulate the Menu when it arrives, probably late Aug.**





Members Musings

Snowhill Manor and garden MA7C rally 2024

As the sun came out and the temperature reached 23C, MA7C members and friends converged at Snowhill Manor in Gloucestershire from many corners of the West Midlands. Twenty five Austin Sevens came to the rally as well as a 1937 MG and an MX5. Andy Lowe ensured everyone was correctly parked with space for the sheep to be evacuated from the field in case of an emergency! (Health and safety regs!) We also welcomed some guest visitors with their Austin Sevens from the London clubs. It was great to have them with us and we enjoyed sharing our Austin Seven stories together.



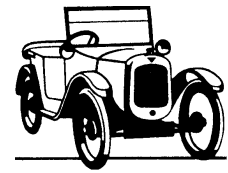
During the day people enjoyed wandering around the unconventional home of the eccentric Charles Wade filled with an eclectic mix of all kinds of everything and enjoying the colourful and scented gardens. There was also plenty of time to chat about the Austineers' favourite subject, 'Austin Sevens' and admire the cars which were then judged by the members for the prize winning ceremony. Here are the winners.



Alfie Pike's 1926 Chummy



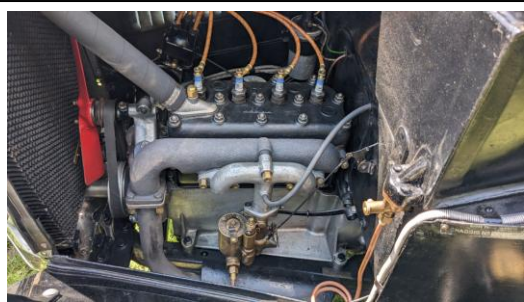
Brian Tompkins' 1937 Opal.



Steve Elliott (from the London A7C) for the best car.

HX 8477
 REGISTRATION DATE 15/11/1930
 750 CC. 10.5 HP. 3 SPEED CRASH GEARBOX
 FIRST RESTORED BY OWNERS IN DUNSTABLE ABOUT 1990
 THE CAR WAS SOLD A FEW YEARS LATER AND ENDED UP IN STONDON MOTOR MUSEUM NEAR HENLOW FOR 18 YEARS
 IT WAS SOLD IN AUCTION AFTER MUSEUM CLOSED IN 2015 TO A PRIVATE OWNER. IT WAS STORED IN GARAGE FOR A FEW YEARS AND NOT USED.
 IT WAS THEN SOLD TO CAR DEALERSHIP IN PETERBOURGH AS A DISPLAY ITEM IN THE SHOWROOM.
 I PURCHASED IT FROM THERE IN 2023.
 SINCE OWNING IT I HAVE DONE VARIOUS RESTORATION JOBS INCLUDING GETTING IT BACK ON TO ITS ORIGINAL REGISTRATION NUMBER, I HAVE ALSO FULLY RE-BUILT THE ENGINE, GEARBOX AND STEERING.
 THE CAR IS USED MOST DAYS AS LONG AS NOT RAINING!!
 STEVE ELLIOTT

Here is a little history of Steve's car



The engine on Steve's car.

At the end of the day everyone one started up their engines and left with a smile on their face enthusiastically waving to new friends and old! Come and join us next year for our 2025 rally.

Bryngarw Rally – South Wales Austin 7 Club

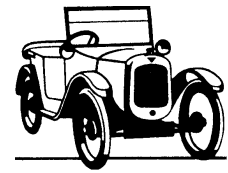
Sandy and I went down to the Rally at Bryngarw on the 8th and 9th June with the RK on the trailer and the motorhome. The rally is in a country park which has some excellent walks through it; with wet lands, Oriental garden with tea house and bridge and visitor centre and café which did very nice cakes. There is also a garden centre and hotel used as a wedding venue.

The usual format was followed with a run on the Saturday afternoon, BBQ on the evening and rally on the Sunday, Sandy and I didn't go on the run as we had driven down on the morning, but toured the park, looked at the wedding party and partook of the cakes, The evening was taken up with a very sociable BBQ, and finished with fireworks from the wedding party. Sunday the cars lined up around the field and some non 7's to add interest. One Ruby had been pulled out of a barn, and driven up from Devon, after passing an MOT; however it displayed 15 advisories, mainly





Celebrating 100 years of the Austin Seven



due to the surface rust it wore proudly. After the prize giving the rally wound down and we loaded up and moved on the “Our Welsh Campsite” just along the road to drive home on Monday morning. A nice relaxing weekend



After admiring the cars Midlands A7 Club Rally – William Waddilove

Snowhill Manor - Sunday 19 May 2024

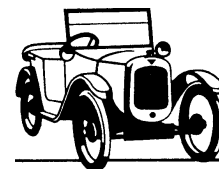
Having parked my car and collected my rally plaque and admired the lovely collection of A7s I wandered down the hill to see the Manor.

The person greeting me in the first room started chatting and asked me about the sorts of thing I did and as he started to try to charm me into becoming an NT volunteer like himself, I said my volunteer input was mainly related to another aspect of our heritage namely working on wind and water mills.

Well as you know me, the usual answer is also to some sort of engineering things.

He gave me a challenge to find some around the house. Actually I think he could only think of one





and that he hinted was in the garden. I accepted the challenge.

One of my aside interests on the mill front is looking at the picture of mills on crockery. Photos are accurate, paintings are usually a good interpretation but when it comes to crockery the interpretation by the crockery company's artists is often interesting. It was mentioning this to the guide that brought the subject up. Oh and no, I didn't find any mills on crockery.

So duly challenged I set off.

One of the tasks that Charles Wade had undertaken was to create a model village and there were lots of 'spare' houses around. On the top of some display cases I saw a windmill and the sluice gates and possibly mill buildings of two water mills.

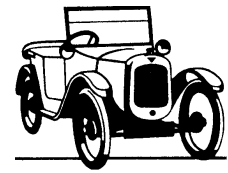


In 'The room of a hundred wheels' featuring mainly model carts and bicycles and there hanging high upon the beams was another windmill. The picture shows a post mill. So that is two windmills.

In the garden I found the model village. Surely that must include a mill. I saw the fishing fleet, houses, barns and there hiding under a hedge at the back was windmill no 3.

We know the National Trust has 'difficulty' with mills. I think they like to preserve them and as static exhibits and





even then only open them on very special occasions and seem exceptionally reluctant to have them actually grinding corn.

Any way there it was tucked neatly under a hedge. So that will not be getting much wind!

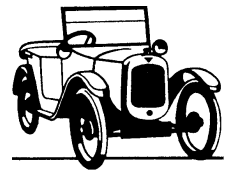


Yes, I did attend the rally and my car was the first on you saw on the right as you entered our area. Actually it was a 'modern', only a mere 25 years old. RH recognises it as a 'classic' and it is on the same insurance policy as my Ruby.

But I did bring a model of my Ruby painted in my car colours although it was pointed out to me that if it was meant to be my car then. A) The number plate was wrong and I should sort that out, (Thank you Brem and Rick – now done), and B) surely my car was a MK1 Ruby not a MK2; Well

I thought Oxford Diecast had done a good start on the job, even if I didn't want a black car!

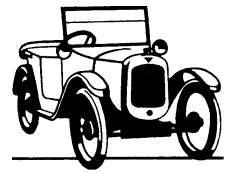




"The Magnificent Seven" at the NEC



But does anyone remember which year this was ?? Answers to Andy Lowe please

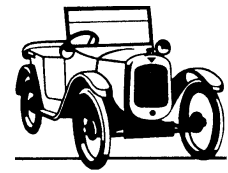


Some images from Banbury – Rikk Harrison



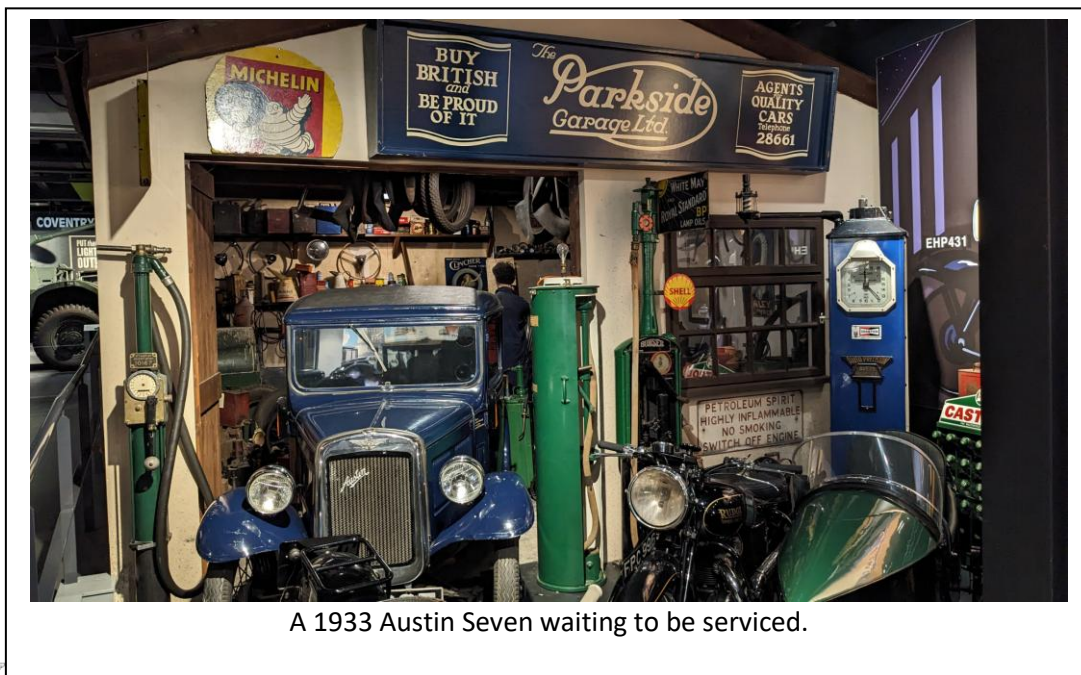
Sadly the young lady didn't get off the line with 319





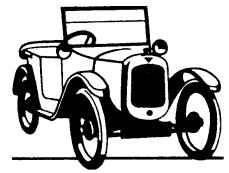
An insight into the past

Austin Seven and the Coventry transport Museum.
The recreation of Parkside Garage, Coventry.



A 1933 Austin Seven waiting to be serviced.



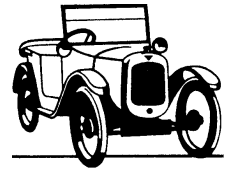


Inside a typical garage in the 1930s.

Caption Corner

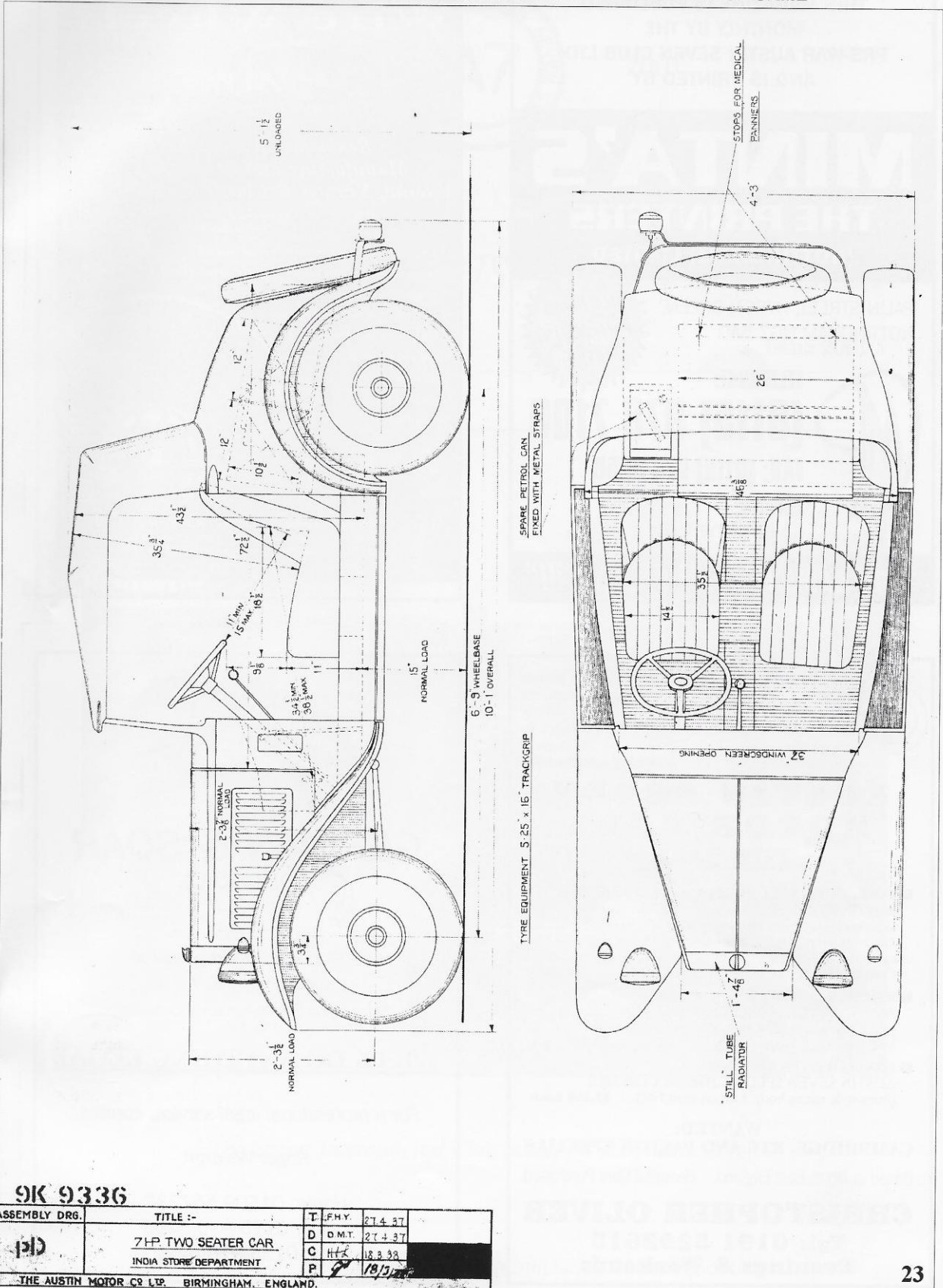


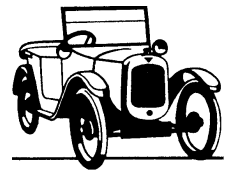
Reproduced from Hereford Club newsletter



From the Archive

THIS IS APPARENTLY THE LAST IN THE SERIES OF ORIGINAL AUSTIN WORKS A7 DRAWINGS. MANY THANKS TO DAVE WILCOX FOR PROVISION OF SAME





Stanford Hall in the 1960s when we all wore ties

Technical Tips

Fouling of plugs! – Ian Brough

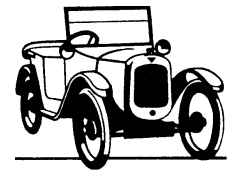
An article in the Bristol Austin Seven Clubs April Newsletter brought to mind a relevant plug issue of mine which caused a failed attempt at the London to Brighton Veteran Car Run and a subsequent revelation

In November 2015 having just finished the rebuild of the 6hp De Dion engine in the 1902 Warwick the night before the event and only test driving it for less than 1/2 mile I put a little two stroke oil in the petrol. To help, I thought, a very tight engine that was going to undertake a fairly arduous 60 mile run rather than it having a sensible running-in period.

Having installed a newly purchased NGK plug and another as a spare there was no concern on the 'sparks side of life'. However, less than a mile from the start at the end of Horse Guards Parade we stuttered to a halt. Investigations and support from the RAC support team deemed that it was likely a failed plug. New spare fitted, engine running well the journey recommenced only to stop again a little while later before leaving London.

Checked everything, changed condenser, re-set the points - couldn't be the spark plug again could it. Needless to say, it was!

With no other spare and too much elapsed time the venture had to be abandoned. Much debate in Brighton that evening over dinner regarding the possibility of duff plugs led to speculation with



lots of opinions but no facts.

A call the following morning to Tim Green of the Green Spark plug Company brought a referral to their website and an American article headed 'The fouling of plugs'.

Here the writer explained that with the introduction of engine management systems which produce much higher voltage than our old coil system, the sparkplug manufacturers had ceased the practice of sealing the ceramic isolator, hence leaving them vulnerable to oiling up. Furthermore, once fouled the plugs are difficult to clean and that only one un-named kitchen cleaning product worked. After experimenting I found that leaving the plugs inverted in the vice with an ample dose of 'Chillit Bang' did the necessary trick to make them reusable.

Tim also advised that any demountable plugs have sealed ceramics (difficult to find new old stock) and suit our old-style engines but my own experience shows that Champion sparkplugs seem to be less susceptible than other makes but opinions will vary...

Hope this helps to ensure happy 'Seven motoring'.

Events



British Motor Museum – Gaydon

Sunday 29th September 2024

Join us for a private tour of the collections centre with an experienced guide who will provide a unique insight into some of the oldest British cars and one-off prototypes. Some of the cars have rarely been on display to the public before!

£12 / person (payable in advance) covering museum entry, plus approx £3 / person for the 45 minute tour, payable on the day (exact cost depends on numbers).

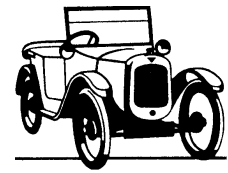
Meet in the car park (under the club flag) at 11:00am for the tour at 11:30am. Enjoy a run out in your Austin Seven or your 'Modern'.



Austin A90 Atlantic

Contact DaveTrickett (01676 535554 or email dtrickett331@btinternet.com). Cheques payable to Midlands Austin 7 Club or pay by BACS, include BMM in the reference. Sort Code: 60 07 40, account 81063717.





8-10 NOVEMBER | NEC, BIRMINGHAM

LANCASTER INSURANCE 40 YEARS & COUNTING

CLASSIC MOTOR SHOW

2024

THE UK'S PREMIER CLASSIC MOTOR EVENT

3000 CLASSIC CARS | LARGEST INDOOR AUTOJUMBLE | 300+ CLUBS

ICONIC AUCTIONEERS & CAR DEALERS | 350+ TRADERS

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NECCCLASSICMOTORSHOW.COM

£4 DISCOUNT ON ADULT DAY TICKETS WITH OUR CLUB CODE*:

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*Discount code is for club members, friends and followers use only. Quote the club code online to save £4 off single-day adult tickets or £2 off family, child & multi-day tickets. Club discount applied to Advance Ticket Prices before midnight on Thurs 7 Nov and Show Open Ticket Prices thereafter. Full ticket information: www.necclassicmotorshow.com/tickets. Book by 17 Oct to help your club earn extra benefits.

National News

PRESS RELEASE: FBHVC calls for “pragmatic and constructive” historic vehicle registration regime

The Federation of British Historic Vehicle Clubs (FBHVC) is calling on the new Secretary of State for Transport – and the DVLA for which they will be responsible – to work with it to achieve, a “pragmatic and constructive” historic vehicle registration regime.

The DVLA is responsible for vehicle registration and licensing on behalf of the Transport Secretary, having taken over the responsibility from local authorities from 1973.

The FBHVC move follows its submission yesterday to the government’s ‘Call for Evidence’ (CFE) into the DVLA. Unveiled by previous Transport Secretary Mark Harper, in a visit to Bicester Heritage on 9 May, the CFE asks 46 questions about the present system and responses had to be made by 4 July 2024.

The last three years have seen the FBHVC working hard to overcome a range of difficulties being faced by historic vehicle owners with the DVLA concerning vehicle registration.

Extensive dialogue with the DfT and DVLA, has drawn attention to the current challenges and inconsistencies surrounding the historic vehicle community’s interaction with their policies.

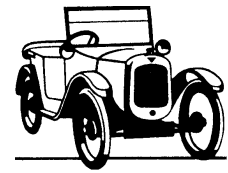
Last year, the FBHVC was invited to take part in a formal Cabinet Office review into the DVLA, which saw the Federation submit many pages of evidence covering the extensive issues and problems, now addressed in the CFE.

Representing more than 250,000 historic vehicle enthusiasts, from its 500 affiliated clubs, 50 museums plus individual and trade supporters, the FBHVC says the CFE was “extremely positive and very welcome”.





Celebrating 100 years of the Austin Seven



However, its detailed examination found the CFE to be “less than entirely clear in providing background information for all of the questions it poses.” And, the FBHVC was concerned that respondents, “particularly those who may not deal with historic vehicle registration matters and DVLA on a regular basis, may not fully appreciate the significance.”

To address this and to ensure that members’ views were correctly represented a simplified survey based on the CFE was constructed and circulated by the FBHVC to all its clubs, museums and supporters.

The survey proposed a FBHVC response to each question and requested indication of agreement or otherwise, with a free-text box for comments.

In total 4,485 responses to the survey were received, with 81.2% agreeing in full with the FBHVC’s proposed responses.

Of the rest, the majority were concerned with three main subject areas (kit cars and conversions, historic & classic vehicles and special treatments, vehicles converted to electric), with each topic attracting responses from 254 to 287 people (7% of the total surveyed).

All comments were assessed by the FBHVC team and, where possible, were incorporated into the formal FBHVC response to the CFE.

Responding to the Government’s call for ideas and suggestions to improve the system, the FBHVC says it “would like to see, and is willing to work with the DVLA to achieve, a pragmatic and constructive registration regime” that:

- Actively seeks to find ways in which a genuine but problematic historic vehicle can be registered as such whilst seeking to exclude the non-genuine
- Is open to accepting judgement decisions rather than a systemised yes/no approach
- Is open to seeking and accepting advice from external sources
- Recognises that historic vehicles are by definition old and that components unavoidably degrade over time with use, damage, corrosion etc
- Recognises that the supply of original parts is constantly diminishing and that as a result the repair of parts and use of more recently manufactured parts is unavoidable and does not necessarily diminish the historic status of the vehicle.
- Recognises that the motor industry has changed out of all recognition and that the continuance of a manufacturer name does not necessarily refer to the same company.

Also calling for the DVLA to set up independent advisory groups, the FBHVC is clear about the role clubs should play in the future.

“Specialist clubs have considerable knowledge and attempts should be made to utilise this” it says.

“FBHVC can and is prepared to provide a co-ordinating and guiding function. The current V765 or Reconstructed Classic schemes could provide a procedural template for club involvement.”

To read the full FBHVC response visit: <https://www.fbhvc.co.uk/consultations>

The next issue of *HISTORIC* the FBHVC magazine (sent to all members) will have a special article explaining how the response was formulated.

For online version with links to previous DVLA review news go

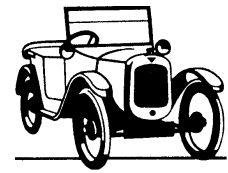
to: <https://www.fbhvc.co.uk/news/article/fbhvc-calls-for-pragmatic-and-constructive-historic-vehicle-registration-regime>

Kind regards

Mel Holley

Secretary, Federation of British Historic Vehicle Clubs Ltd





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.

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

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

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

Tel: 0121 744 4348 or mobile 07973 471560.

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

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

MOT, general garage repairs.

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

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

Engine rebuilding including white metalling.

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

MOT, general garage repairs.

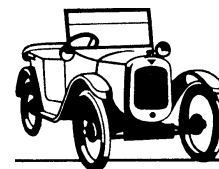
Midland Brakes, Unit 4 Station Rd Industrial Estate, Station Rd, Rowley Regis B65 0JY. Tel 0121 561 2212.

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

Relining brakes and clutches.

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





Committee Corner

Midlands Austin 7 Club (MA7C)

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