

March 2024 Newsletter

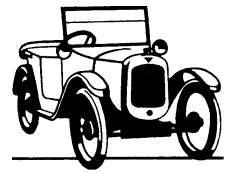
MIDLANDS

Austin Seven

CLUB



This Austin Seven Ruby is looking at its best!
Read all about it on page [4](#)



Chair Chat

Hello and welcome!



Well I hope you all have been getting stuck into those little jobs that need doing on your 7 ready for a new and exciting club year. As always there are loads of events to attend this year! Look in the newsletter calendar of events to start planning the events you want to go to!

I need t get a move on with my special, I still haven't finished the brake upgrade and the bonnet and bonnet side panels are away with Tom the Metal Shaper having louvres put in to help with the overheating. So a lot to do before the start of the season!

By the time you get this our club stand at the Classic Car & Restoration show will be almost upon us (if you are quick you may still be able to use the club discount code, see page 18). This year we are featuring Ian Devey's Speedex special and another Speedex in bits showing modifications to the Chassis. Also on the stand will be Simon Woodhouse's special showing changes since the last show. Finally Andy Lowe is displaying his lovely RK saloon. I hope some of you will make it along to see us as we have a bigger stand this year in a prime spot in Hall5 Stand 400 by the entrance!

Brem and Jenny have once again organised the Cotswold Run, on Sunday 5th May. Places are limited to 24 cars details and entry form are on page 13.

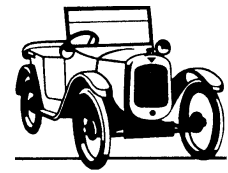
Don't forget our Main Rally this year is at Snowhill Manor on the 19th May, let Andy Lowe know if you're interested (the entry form is on page 14).

Well that's it for another month, March club night is a Talk on gardening and the equipment used from the past to the present, we hope to see more ladies this month!

Regards

Rick Bishop





Events

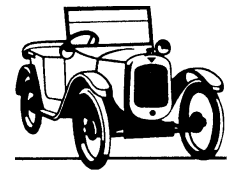
Please let **Andy Lowe** know if you hear of any more events which you think members would enjoy **2024 (Club Events in Bold)**

- 22nd 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: A talk by John and Carole Matthews of the Vintage Garden Store.**
Vintage Garden Tools – discussing their manufacturers, history and various anecdotes. This is followed by a Questions and Answers section where we hope to answer any queries you may have, regarding the items we have brought along.
- 7th April Hammerwich Pre-War Car Gathering, email klaxonhoard@gmail.com
- 7th April Coffee & Chrome, Gaydon. <mailto:coffeandchrome@footmanjames.co.uk>
- 13th April Pride of Longbridge
- 21st April Drive it Day – Mill visit (TBC)
- 21st 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**
- 4th/5th/6th May Lechlade Vintage Rally at OX18 2RZ info@lechladecollectorsclub.co.uk
- 4th/5th May Donnington Historic Festival <https://www.donington-park.co.uk>
- 11th/12th May Bidford Vintage Gathering
- 11th/12th May Montlhery Revival Meeting, Centenary event, France
- 11th May Daventry Motoring Festival davenport-motor-festival.eventcube.io/
- 19th May **Snowhill Annual Club Rally**
- 28th May **Club Night : Noggin & Natter**
- 31st May/2nd June The Vintage Nostalgia festival, Wiltshire : vintagenostalgiafestival.co.uk
- 31st/2nd June PWA7C Rally , Stonehurst Park PWA7C.co.uk
- 1st/2nd June Motorfest Coventry <https://www.coventrymotofest.com/>
- 25th June **Club Night: Talk (TBC)**
- 30th June Beaulieu National Austin 7 Rally PWA7C
- 28th/30th June Upton Jazz festival
- 28th/30th June SA7C Rally, Guildtown email dunford1@aol.com
- 28th/30th June inter-club International, 3 counties showground, interclubweekend.com
- 30th June VSCC ShelsleyWalsh www.shelsleywalsh.com
- 20th/21st July Shelsley Walsh Classic Nostalgia www.shelsleywalsh.com
- 26th/28th July Austin 10 Drivers Club National Rally, Goatland N Yorkshire
- 30th July **Club Night: Run, possibly to the Norton Collection (tbc)**
- 3/4th August VSCC Prescott Hillclimb





Celebrating 100 years of the Austin Seven



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
23 rd /25 th August	Silverstone Festival (A7CA entry deal available)
27th August	Club Night: Fish & Chips
31 st August	VSCC Mallory Park
1st September	British Motor Museum, Gaydon. Bring your Austin 7 (tbc)
24th September	Club Night : AGM
6 th October	750MC Mallory Park
8th/10th November	NEC Classic Car Show (tbc)

Members Musings

Front cover photo - EOH 442 – Alison and John Roberts

This Austin Seven Ruby, with its steel sun roof, languished for many years in a shed alongside another Ruby, CUY 321, until the late 1980s. CUY 321 was purchased for restoration but EOH 442 was thought to be beyond economic repair.

Hand painted in Post Office red, with a cream dashboard and cream window surrounds, the car had large holes through every panel from roof to floor. Much of the surrounding wood framing was rotten, so steel plates and aluminium angle had been screwed in place to hold the body together.

Stripped of every last nut and bolt, the body was left on the chassis and sent to have all the metalwork repaired, alongside its former stable-mate CUY 321. Meanwhile the engine was reconditioned. Following its return home, the body was removed and the rolling chassis was completely refurbished, including the rod brakes introduced in 1938 on the rear axle.

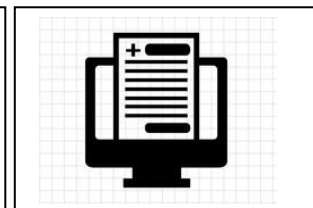
After lying untouched for almost two years, the work of repainting, re-chroming, re-framing, re-wiring, re-trimming and re-assembly began in 1991.

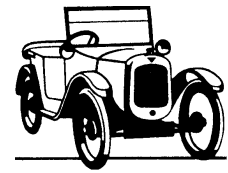
Many differences exist between the 1937 and 1938 models, including the direction of imitation wood-grain on the dashboard and window surrounds, which was carefully recreated to match the last remnant hidden behind the small 1938 patent plate.

Each instrument was rebuilt and everything, including certain leather straps for the wiring loom, was faithfully restored to original specification. In 1992 the car passed its MOT and was used for the first time in nearly 30 years. Suffering from considerable abuse to the engine, paint-work and original leather trim during the mid 1990s, the car has been treated to renewal of the leather seating, an engine rebuild and a further re-spray.

By John Roberts (MA7C member)

Please tell us about the history of your car with a photo. Your report will become an important archive for your car in the future as it will be stored digitally in our records. Thank you Ed.





Seven's In The Family Part 2 – My Cars (David Offer)

I say "My Cars" as in 2022 the Chummy passed into my care, although it is still residing on the Isle of Wight until I can find local storage to rent.

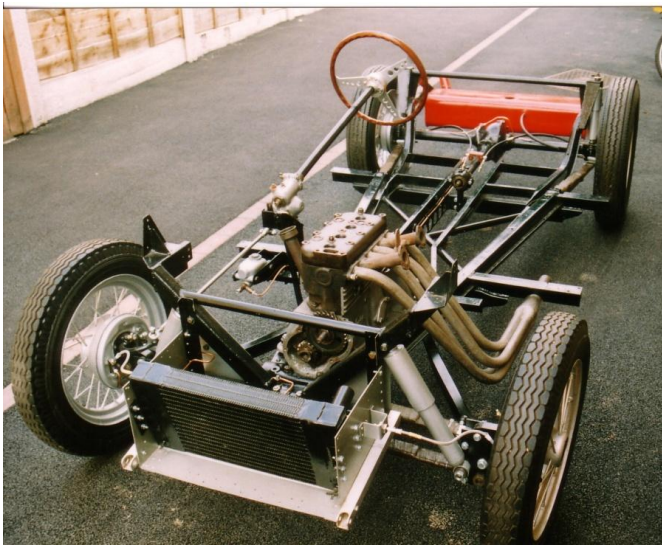
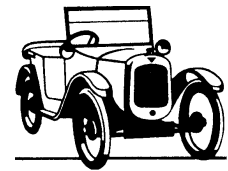
In part 2, I'll tell the story of the rebuild of my Ashley 750.

CPC76 – Ashley 750 Special – 1987 to today

Whilst Dad was restoring the 1929 Tourer, I decided an A7 Special would be a great idea. I started work on some parts Dad had collected, but in 1987 I came across someone who had a couple of Ashley 750's for sale, one was fairly complete with several chassis modifications and the other was a kit of parts. I arranged to look at the cars and ended up buying the complete car. Ashley Laminates Ltd was a 1950's manufacturer of bodyshells, started by Peter Pellandine and Keith Waddington and the company began by producing fibreglass bodies to fit Austin 7 chassis. Peter then left to form Falcon Shells Ltd, while Ashley continued to produce shells for the Ford chassis. The Falcon Mk.1 is the same design as the Ashley 750, however they fit different length Austin chassis.



As bought, the car consisted of a rolling chassis with 15" wheels, Bowdenex I.F.S., hydraulic brakes, telescopic shock absorbers and a cross flow radiator. Attached to this was the Ashley body, which had been fitted with aluminium floor and bulkheads. It had had the door apertures enlarged, but strangely, not the doors! It also had a hardtop, which incorporates the front screen, but unfortunately this had been broken and I have been unable to find out what screen it uses. A Reliant engine and gearbox came with the car, but were discarded as I wished to use A7 items. According to the logbook, the car was first registered as an Austin Special in 1964, although the chassis number is late 1934. Three owners were recorded on the logbook and I did try to contact them, but received no replies. The DVLA were also unable to provide any information on the cars history before it became a special. The chassis and suspension parts were in good condition and only required cleaning and painting. The rear axle felt smooth and sounded quiet when turned, so was left alone and just painted. The brakes received new wheel cylinders and shoes, and a new master cylinder was fitted. The wheels were also good, with no loose spokes and were powder coated and fitted with Michelin X tyres.



The bodyshell required the most work. Having removed it from the chassis, the first job was to remove the remaining paint, which was done by hand and revealed quite a bit of crazing of the fibreglass underneath. The first job on the body was restoring the door apertures to their original size as a previous owner had started to enlarge them. Luckily he had reused the flanges, so these were removed and a sheet of hardboard was screwed onto the side of the car over the aperture. To this I fixed the door and then the remains of the flanges in the correct position. The remaining gaps were glassed in and with a bit of filler, the result is very good. The crazing was ground out and reglassed followed by

strengthening of the bodyshell where the fibreglass was thin.

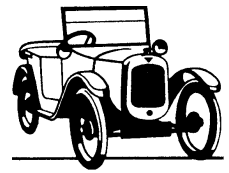
The Ashley bodysells were fitted with internal hinges for the bonnet, boot and doors, but these intruded considerably and had also rusted solid and so were removed. The doors were fitted with brass hinges similar to the standard Sevens and the boot uses Herald external boot hinges. Hardwood was glassed in to give support at the attachment points for the hinges and various other body fittings. The original bonnet aperture was small and would have made access to the engine very difficult. Having enjoyed sitting on a Triumph Herald front wheel whilst working on its engine, a flip front seemed the best solution. Front hinges were fabricated and fitted and then it was out with the jigsaw, followed by creating flanges at the cuts and glassing in the original bonnet. The last big job on the body was making a windscreen. As I had been unable to find suitable glass for the hardtop, I have decided to build a flat screen using Frogeye Sprite side supports. One day the hardtop may be altered to fit this screen, but I expect I might then struggle to get in!!

Once this was done, I completely covered the body shell with a layer of tissue and the body surface was prepared ready for painting in Mazda Neo Green

The car did not have an Austin 7 engine when brought, so I started collecting all the parts required. These were modified with the help of 750 MC articles and books on A7 Specials, as I was aiming for a car that could keep up in today's traffic conditions. The block was bored to accept +.060" pistons and the inlet ports enlarged to 1.080" and fitted with 1.156" valves. The exhaust valves are standard, but all valves are fitted with Austin Maxi valve springs. Vince Leek provided a camshaft to Mini Cooper profile and flattened tappets. The ports were matched to the manifold, which combines a four into one exhaust, with a twin inlet manifold. This carries twin 1 1/8" H1 SU carburettors which I have reconditioned. The cylinder head is a Supaloy with a higher compression ratio. The crankcase is two bearing with a 1 5/16" splash lubricated crank. The case has been fitted with two extra oil jets and a double oil pump has been made to feed them. Other engine modifications include lightening the flywheel and balancing the flywheel and crankshaft assembly. The gearbox is currently a standard 4 speed syncro gearbox, but one with Super Accessories ratio's is very tempting, and gear changes are made via a remote gearlever.

Cooling is looked after by a cross flow radiator and an electric water pump and as these are 12V, the car was converted with a (whisper it) Denso alternator taking over charging duties from the dynamo. Wiring was made simple by a Car Builder Solutions module and an interior with Smiths instruments and left in bare aluminium is in keeping with the 1950's look I was after, completed by the wood rimmed Les Leston steering wheel. 2 Ruby seats, fitted with bicycle inner tubes provide comfort for both driver and passenger. The rebuild took 36 years and the 2022 Centenary gave me the impetus required to finally get it over the line. It attended the event, but on a trailer as it was not running too well at that point. A year later and with ongoing fettling it's proving to be a cracking little car, driving quite happily at 55-60mph and getting a lot of interest wherever it goes.





For those that use social media, I have a Facebook page for the Ashley, with the occasional appearance of the Chummy, at <https://www.facebook.com/750Ashley>

My son, Richard, is insured on both the Ashley and the Chummy and enjoys driving them when he can, so it looks like the family association with Austin Seven's will continue into the next generation.

Centenary Challenge – William Waddilove

Boys grow up

Followers of the Centenary Challenge articles may be interested in a photo that I have discovered. You may recall this photo of a toddler inside my Ruby that appeared a while ago?

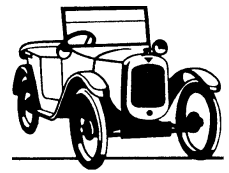


Well sometime after that I built a proper workshop. One of the advantages of working on a place like the Royal Showground it that there is often a lot of 'stuff' that is going spare. The roof beams were from the Farm Building Information Centre. I guess they had been donated as examples of a strong lightweight beam. The side panels were the removable panels that had been around an open farm building which was being converted to their print shop and comprised wooden frame and corrugated sheets.

The concrete floor was laid by one of the contractors that had been doing a lot of the showground roads as a demonstration (Yes I had to pay normal money for the floor).

Within it was a fibreglass inspection pit. Actually it was designed as a small sheep dip but was excellent for me. A heavy duty fibreglass rectangular 'tub' with a ramp down and being watertight didn't fill up with water when the ground water rose.

It does however fill up with water when there are roof leaks. You just cannot have everything!



Most of the corrugated roof panels were corrugated sheet from Simplex of Cambridge. I used to work for them and these were just a bit wrong so could not be rolled in their 'S' Range of corrugated grain silos that you see around farms.

Anyway here is the same young lad 3 or 4 years later

And the car didn't progress much beyond this state for nearly 40 years.

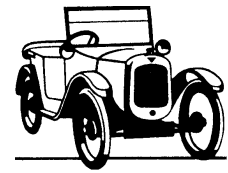
I no longer have the oxyacetylene bottles – does anyone want the trolley? Specially modified so it fits tractor 3 point linkage and with a tow ball to pull a tool trailer. And of course is a normal wheeled trolley.

And Today





Celebrating 100 years of the Austin Seven



Matthew Waddilove with his classic Datsun 620 pickup. A historic vehicle, first registered a week before he was born.

Behind him is his Rx7

It had originally had a Wankel rotary engine but has been converted by a previous owner to have a 8 cylinder 6,200cc engine.

Both are great fun cars. Matthew has a plan to create demountable camping back for the pickup.

The Mazda Rx7 is a good track car. Rather noisy and since I helped modify the front sub frame it now has a much needed ¾ inch extra clearance!

Note the new engine lifting crane just off to the right of the picture.

News from New Zealand

“In a move both unexpected and unprecedented all Auckland road traffic cones went out on strike today. Red McConical, spokesperson for The Road Cones and Related Hindrances Union stated that “We regret having to take this action and the convenience it will cause Aucklanders, but the Mayor’s objective to reduce our numbers leaves us with no choice.”

AAT, (Auckland Anti Transport) were dismayed at this turn of events. “We are dismayed at this turn of events” said their CIO (Chief Impediment Officer), adding “But Aucklanders can rest assured we will tackle this matter with our highest level of incompetence and disregard for the needs, desires and convenience of road users, turning every stone over to ensure delay and disruption where possible.”

Wonky GoSlowly, the NZ transport agency, recorded their shock and amazement in a written statement noting that “We are shocked and amazed at this surprise action taken by the cones. Had they given us earlier notice of their intentions we could have reduced all Auckland motorways to one lane each direction and/or begun intermittently closing off the Harbour Bridge. We are now considering all available options in order to maintain our usual levels of let and hindrance thereby maintaining, or at least regenerating, Aucklanders’ usual levels of road rage and frustration ”.

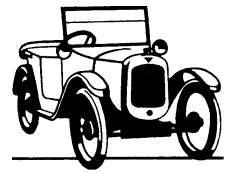
The Finance Minister, speaking on behalf of the Transport Minister who could not be found for comment (it is rumoured they may have been sacked but this is yet to be verified) said he was also disturbed by the cones’ action. “I am also disturbed by the cones’ action” he said “This action and the economic boost it will likely give rise to runs counter to the recession we and the Reserve Bank have been working so hard to engineer. Plus, the sense of well-being it will engender flies in the face of current economic gloom. I have today instructed the bureaucrats concerned to engage consultants to establish an enquiry as to whether or not we should set up a committee to review this situation and the circumstances leading to it.”

Responding to questions in Parliament the Minister for the Environment said he was disappointed in the Cones’ action. “Frankly, I’m disappointed in the Cones’ action” he said, “and frankly, I’m disappointed at the enthusiasm with which it has been embraced by Aucklanders. Make no mistake, this action could result in a reduction of CO2 emissions with no corresponding cost or inconvenience to motorists and serves to remind us how we must remain awake to the peril of common sense.” When approached for comment the mayor’s office took full responsibility for the strike and the mayor himself, in a rare appearance before the Press, announced, “Yeah! Strike One to the Mayor! Did you drongos see what I did there? Yeah? Nah? Oh, never mind.”

Meanwhile, out and about in Auckland, traffic flowed freer than usual, and motorists reported an increased degree of tolerance and respect for fellow drivers. Cyclists were also impacted. They both noted how much safer and more pleasant it was not to have to be constantly on the alert for wayward or unexpected cones. With freer access and increased parking availability local shopping centres were hives of activity, the shops full and the cafes buzzing. “We’re really buzzing!” said a happy café owner.”

.....by permission of Michael Grieg the Editor of the Newsletter of the Waitemata Branch Vintage Car Club of New Zealand and dated 1st April.





The Herbert Austin Cyclecar

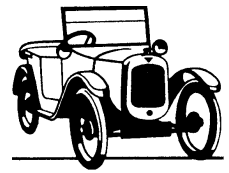


In 1885 Herbert Austin produced his first Austin car privately in his home, incorporating a flat-twin engine. It was classified as a Tri-car. Freddie Henry drove this car at Brooklands for the making of the film, 'This Progress'

The following model was financed by the Wolseley Company and a little more conventional with a horizontal twin cylinder engine and of three wheel design, which was seen to be in vogue for the period. The car was named the Wolseley Autocar Number one and was exhibited at Crystal Palace in 1896. The photo shows Herbert Austin with his brother Harry on the first privately built Austin Autocar.



Source: The Austin Seven Source Book.



Practical Aspects

HINTS FOR AUSTIN OWNERS

Removing "Seven" King-pins and Adjusting the Propeller Shaft Joint—Colloidal Graphite Lubricants

By "Shacklepin"

AMATEUR repairers—and even some garages—are often in difficulties regarding the removal of Austin Seven steering king-pins. The "pons asinorum" of the job appears to lie in the clamping cotters. Most people assume these to be of the flat-sided cycle type and, having removed the nuts, they try to drive them out in the usual manner.

Snag No. 1 at once arises—the coter moves a little and then jams. A heavier hammer is obtained and ultimately the coter, a sad-looking object, is ejected. It is so ruined that one cannot see it was never of the cycle type at all.

Because of this, snag No. 2 is met. The special pulling tool which draws out the king-pins upwards—they cannot be driven out—fails to do its job; it can even be broken by a stroungish man. This leads to much woe and probably the makers are blamed.

There need be no trouble if it is remembered that the cotters are concave on one side, to fit the king-pins, and that they hold by a clamping action. It is necessary, therefore, only to tap them back gently, having slacked their nuts. This leaves the pins perfectly free, and they can easily be withdrawn by means of the special tool which screws into the tapped hole in the head of each pin.

When the cotters are driven right out they badly burr the pins, thus making it almost impossible to withdraw them. I believe that the king-pin holes are tapped $\frac{5}{16}$ -in. B.S.F., and whilst a bolt of this size can deal easily with a normally fitting pin, it is liable to shear or to strip its threads when pulling against a pronounced burr.

The Torque Anchor.

Here is another Austin Seven tip. Like the foregoing, it is semi-official in that I have checked up my remarks with the maker's London service station.

Owners often write to me asking how to adjust the torque anchor and spherical joint of the propeller shaft. On models previous to 1927 it is necessary, before adjusting the joint, to remove the torque anchor. This is how it is done:

First of all knock up the locking washer, slack off the lock nut, take off the cap nut and remove the cup. The next job is to pull the torque tube socket off the ball anchor; the locking bolt, the head of which fits into the adjusting nut of the spherical housing, can then be removed.

The next step is to tighten the spherical nut hard home and then slack it back one notch. Refit the locking bolt, replace the spherical housing—taking care that the upper ball cup is in position—and replace the bottom cup, locking nut, washer and cap nut. Tighten this nut hard home, then slack it back one-sixth of a turn—i.e., one

"flat" of the hexagon. Finally, tighten the locking nut and bend over the tab of the washer.

From the middle of 1927 onwards the adjustment of the spherical housing may be carried out without touching the torque anchor. This is possible because the nut is locked by two bolts which can be removed independently of the anchor. The adjustment is the same as on the earlier models.

with largish drums, a $\frac{3}{8}$ -in. hole in the fabric linings, just back from the leading edge; that is, as close to the end of the lining as possible, but not, of course, fouling the rivets.

Having drilled the holes, hammer lead plugs into them, using a ball-pene hammer to swell the plug in the fabric and to burr over the tops flush with the surface. The holes are in the fabric only, you understand, not in the shoe metal beneath. Possibly, when drilling, the point of the drill will penetrate the metal, but that will not matter—it is not worth taking off the linings to drill them.

The swelling and burring will prevent the plugs from coming out and, anyway, they cannot do any harm, even if they be loose in their holes.

I am told that the effect of the lead is to spread what might almost be termed a lubricating film over the fabric when the drum rubs it. This prevents any tendency for the leading edges to "pick up" which, normally, is a frequent cause of judder. Even chamfering does not always effect a cure.

Carbon Brake Plugs.

Presumably more than one plug per shoe could be used if necessary—say, three in staggered formation—one at the leading edge, one about midway, and the other at the trailing edge. One must not overdo the number of plugs, because their "lubricating" properties may reduce braking efficiency.

In connection with this very ingenious idea, I am told that plugs made of a special form of carbon are very effective. I am seeking further details and will, of course, publish any information which I receive. In the meantime, if you suffer badly from judder or fierceness; try the lead plugs.

Another subject. Last week we published a letter from Mr. W. R. Fleming in which he complained that colloidal graphite had formed in ridges on the necks of his inlet valves and was present also in the ports.

This is most unusual; so much so that I got into touch with the fountain head of all colloidal graphite knowledge—E. G. Acheson, Ltd. Their opinion was that graphite would not form in the manner described unless very excess quantities had been used—as we suggested in a footnote to Mr. Fleming's letter.

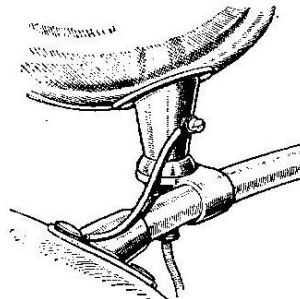
Acheson's point out also that the actual deposits might be oily or gummy residues, or even cylinder carbon, caused by blowback, on which a fine film of graphite has settled. Only careful analysis could show that the deposits on the valves and ports were composed entirely of colloidal graphite.

I have not space here to go more deeply into the question, but I am arranging to deal more fully with colloidal graphite lubrication in its various aspects in the near future.

This Week's Hint.

Earthing Headlamps.

MOST headlamps have a ball and socket mounting for beam angle adjustment, and in single pole wiring systems the return current is earthed through the socket. Rust in the mountings may set up a resistance which will cause the bulbs to burn dimly. When a clamping bolt is slacked for beam adjustment it is probable that, if the socket be



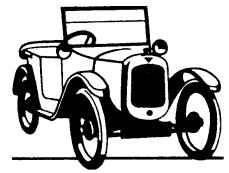
rusty, the lamp will not light. This trouble can be overcome and full bulb brilliancy always assured by drilling and tapping a 2 B.A. hole in the lamp neck so that a flex wire may be clamped to the neck and led away to a convenient earthed point which need never be disturbed. Having done this remove the rust from the sockets and paint them for protection against further rusting.

That, for the moment, ends my Austin Seven hints. We will now turn our attention to brake judder, please.

I wrote upon this subject some time ago and asked for information regarding a cure for the trouble. The letters which I received were helpful and interesting, but nobody seemed able to say "That is the cause and this is the cure."

At last, however, I have heard of what appears to be a cure, even if the cause remains somewhat of a mystery. The scheme is to drill a $\frac{5}{16}$ -in. or,



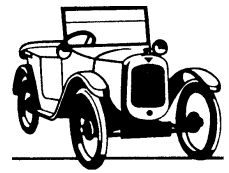


Caption Corner

Seen at Crufts at the NEC by Rikk Harrison



from Hereford A7 Club Newsletter



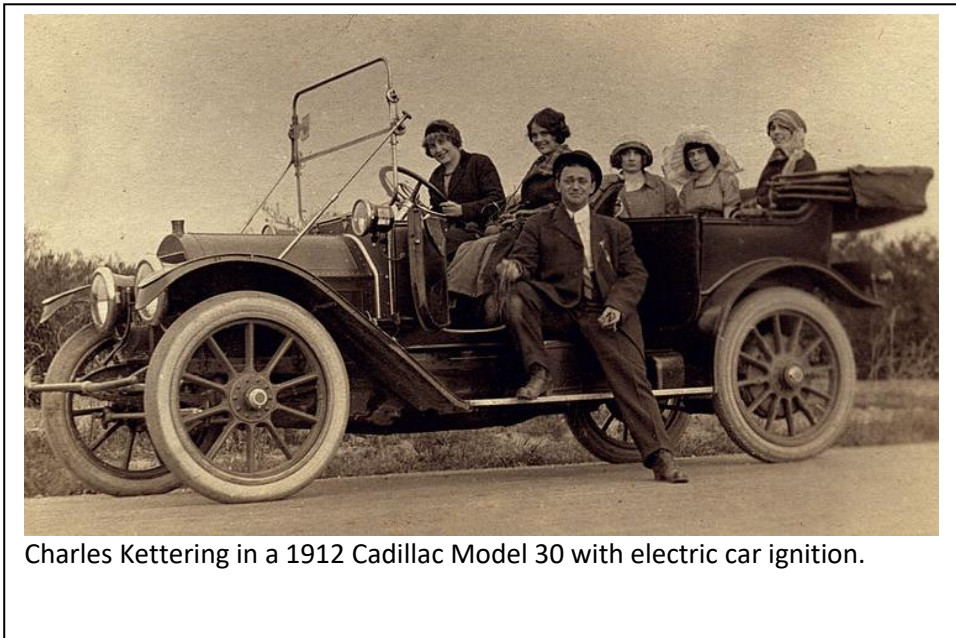
Interesting inventions

The Automatic starters

From crank handles to starter motors.



Cadillac chief Henry Leland put his team to work to invent a safe self starting mechanism. The engineers designed a starter motor but it was too large to be of any practical use on an automobile. So he got Charles Kettering, who was to help with the design which was completed by the deadline of February 1911. A patent was filed in June and the introduction of the self starter on 1912 in Cadillacs.



Charles Kettering in a 1912 Cadillac Model 30 with electric car ignition.

Charles Kettering further developed the automotive electrical system that is still widely used today. He designed the system to serve several purposes;

to start the car,

to generate electricity while it was running,

to produce spark for ignition and current for lighting.

By the time Charles Kettering died on November 25 1958 in Dayton, Ohio, he held 186 US patents. He also earned a spot on the cover of Time Magazine on January 9, 1933.

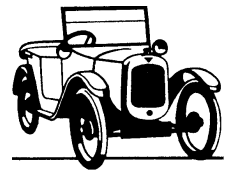
Here is a YouTube link

<https://www.youtube.com/watch?v=69zzrmZXRgw>

For the location of the crank handle on an Austin Seven see Cornwall Austin 7 club /technical

<https://www.austin7.org/Technical%20Articles/Location%20of%20Start%20Handle/#:~:text=Locating%20the%20Starting%20Handle,the%209%20o'clock%20position.>

Sources jardinemotors.co.uk <https://automotivehistory.org/>



Events

MA7C Cotswold Run '24

On Sunday, 5th May 2024

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

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

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

At 10.00 hrs prompt.

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

By kind permission of Sara & Jeremy of CC&RC

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

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

MA7C Cotswold Run '24

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

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

.....Signature:

Address:

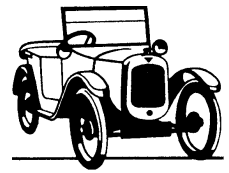
.....

Post Code: Mob:

Vehicle Reg: Model:

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





Midlands



Snowhill Manor Rally 2024

Sunday 19th May 2024 Midlands Austin 7 Club



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

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

Car Classes

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

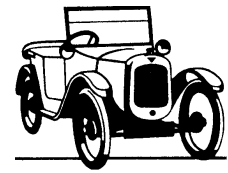
To enter send your completed form with remittance to: Andy Lowe, 38, Kingswood Road, West Heath, Birmingham B31 4RP. Please enclose a SAE if you require confirmation of entry. Please make cheques payable to MA7C, or pay by BACS - Bank details – NatWest. Sort code 60-07-40. Account 81063717 ref: surname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

Snowhill Manor Rally, Sunday 19th May 2024

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

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





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

Sunday 1st September

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!



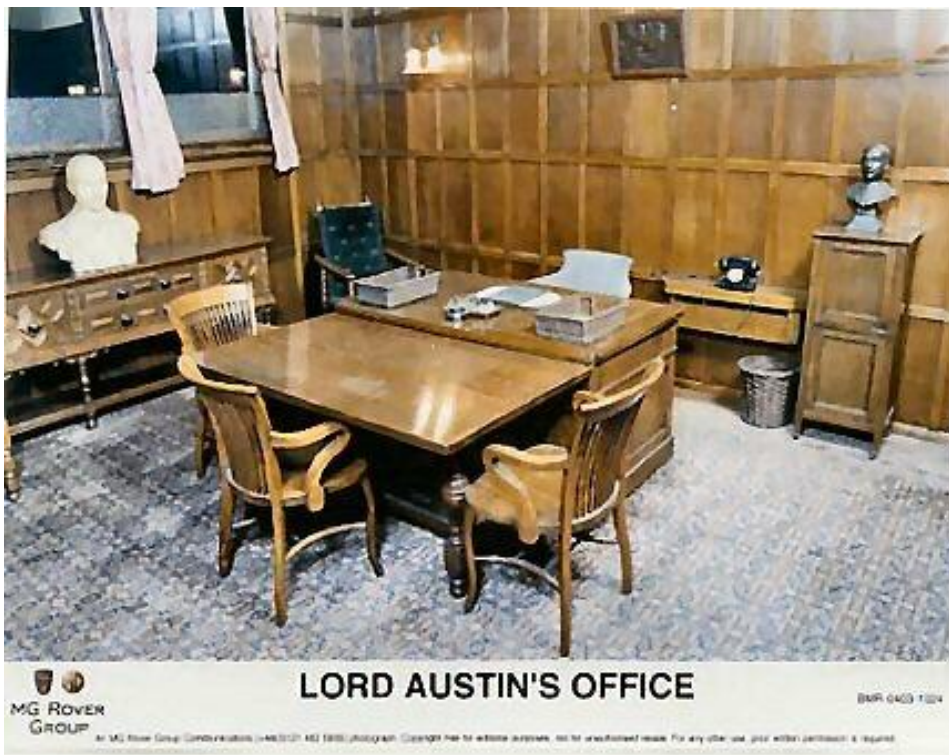
Come and join us!

Please contact Dave at dtrickett331@btinternet.com

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

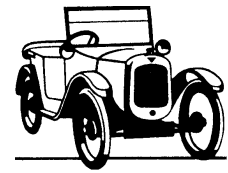
STOP PRESS!

Editors' note: On 7th March 2024, Lord Austin's office, rescued from Longbridge, was reopened as a permanent display at the British Motor Museum.



Lord Austin's office at Longbridge (Copyright MG Rover Group)






Do you live in the north of the region? You may be interested in an event at Repton in Derbyshire. Rick received the following invitation:

“My name is Howard Awbery and I live in the village of Repton, Derbyshire. Every two years we hold a village party and this year it falls on Saturday 4th May in the afternoon. We try to make it as traditional an event as we can with maypole dancing, punch and Judy, a beer tent, a steam train for rides for the children, ancient monks, the village choir and lots more. My role is to gather a selection of classic and interesting vehicles and motor bikes. If there were two or three local members of your club who would like to join us they would be made very welcome. It is free entry, no cost to display the cars and it is not a competition. Please contact me on 07904 121527 for more information”.

Sales

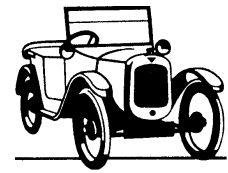
<p>BOX SALOON PARTS</p> <ul style="list-style-type: none"> Fuel tank Radiator (screw cap) Headlamp shell o/s Vac. Windscreen motor Pair scuttle vents 2 speedometers Ignition switch Ammeter 	<p>RUBY PARTS</p> <ul style="list-style-type: none"> Radiator Radiator cowl with badges etc. Headlamp shell n/s Speedometer Petrol gauge Complete front suspension dismantled with offset 1935 brakes plus most new parts to re-build
<p>GENERAL PARTS</p> <ul style="list-style-type: none"> C35A dynamo DEL dynamo Low compression head Rear hubs 2 x 4 speed gearboxes 2 blade fan 4 blade fan Dynamo bracket casting 19 inch stainless steel centre wheel 8 x 17inch wheels (4 with reasonable flanged centres) 10 new/old stock lodge L10 spark plugs Box lightbulbs Boxes of nuts, bolts, washers, split pins etc. 2 small engine compartment finishing panels Lots of other small bits and pieces. 	

I would like to sell as a job-lot if possible as there is so much but may consider single items.

Please contact Andy Wheeler. andyvwheeler89@hotmail.com. Landline 01295 811722

The parts are in Adderbury, 4 miles from J11 M40.





National News

A7CA - Volunteers Required for Association Magazine Back Issue Working Party

Dear All,

You will recall from the last committee meeting that Howard Wright (Editor) is looking for volunteers with experience in Scanning, Archiving and Indexing to join a working party for the purpose of creating a searchable electronic version of the Association Magazine back issues. This will be a fantastic resource which will be made available to everyone, and is without doubt one of the most important projects the Association is currently undertaking.

The first task of the group is to discuss, elicit opinions, formulate requirements and obtain quotations for scanning the Magazines which they will then put forward to the main committee with a proposal for execution. The aim is for the group to consist of editor, archivist and up to 5 club representatives.

To date there has been no response from clubs so the working group currently consists of Howard Wright (Editor), Gordon England (Archivist) and David Cochrane (Chair) and David Charles (Special Register).

Club representation is a vital ingredient to the success and ownership of this initiative so please can I ask that you lobby your clubs again to help find some willing and able volunteers to get involved with this exciting and valuable initiative.

Anyone interested should contact Howard Wright by email at: editor@a7ca.org or telephone on 01597 829456

Many Thanks, Paul Lawrence

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*Exclusive discount code is for club members use only. Applicable to adult single day tickets booked before midnight on Thursday 21 March 2024. Code also offers £2 discount on family, child and multi-day tickets. Full ticket information available at <https://www.necrestorationshow.com/ticket-information>

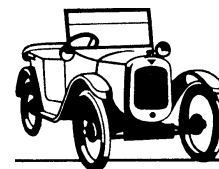
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Committee Corner

Midlands Austin 7 Club (MA7C)

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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)