

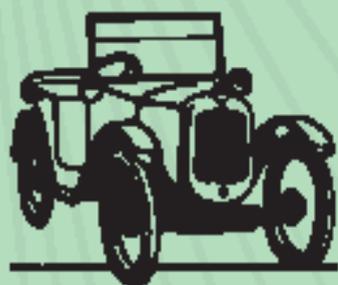
MIDLANDS

***Austin
Seven***
CLUB

CELEBRATING 50 YEARS

22nd MAY 2022

**RESTORING
DRIVING
ENJOYING**

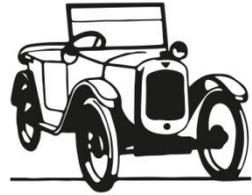


Attendees at the MA7C 50th Rally at Charlecote Park

Sunday 22nd May 2022

Andy Lowe	West Heath	1929	RK Saloon
Sandra & Malcolm Harris	Redditch	1931	Box Saloon
Christine & Paul Cooper	Welford on Avon	1929	Chummy
Rosie Robbins	Luddington	1937	Ruby
Tibbs family	Redditch	1937	Ruby
Clive Lindsey	Wolverton	1926	Chummy
Brian Tomkins	Badsey	1937	Opal
John Pearce	Witney	1937	Ruby
Mark Kershaw	Solihull	1932	Box Saloon
Trevor Smith	Fladbury	1937	Opal
Robert Prophet	Upton upon Severn	1932	RP Saloon
Rick Bishop	Webheath	1938	Special
Andy & Sheila Attridge	Honeybourne	1929	Tourer
Nigel Bishop	Royal Leamington Spa	1933	RP Saloon
Ray Warrington	Warwick	1927	Chummy
Paul Turner	Evesham	1935	Ruby
Robin Boyce	Redditch	1923	Chummy
Dave & Pam Trickett	Balsall Common	1931	RM Saloon
David & Pat Bowlas	Northfield	1934	RP Saloon
William Waddilove	Wolston	1935	
R Bremner-Smith	Cleve Prior	1934	PD Tourer
Peter Walsh	Warwick	1937	Van
Del Rhys	Abergele	1932	AG Tourer
Stuart & Pat Phillips	Swansea	1936	Ruby
Elaine Devey	Hall Green	1938	Pearl
Kim Smith	Stanbridge	1933	AH Tourer
Barry Weatherhead	Stanbridge	1928	Chummy
Mike Tebbett	Upper Colwall	1930	Mulliner Saloon
Chris Johns	Charlecote	1931	RN Pick up
Chris Johns	Charlecote	1925	Chummy
Mike Dunning	Fladbury	1961/1972	Jag Mk1/E type
Brenda & John Ward	Weston on Avon	1932	Box Saloon
Matt Brough	Cirencester	1928	Chummy
Rikk Harrison	Nuneaton	1935	Pearl
Ian Brough	Worcester	1927	R type Saloon
Adam Tibbs	Tamworth in Arden	1967	TR4A
Michael Shufflebottom	Coventry	1931	RM Saloon
Hank Chatterton	Pathlow	1930	RK Saloon
John Roberts	Cookhill	1938	Ruby
Terry McGrath	Moseley	1928/30	RF Saloon

**Hello and welcome to the MA7C Anniversary
Rally to commemorate 50 years of the club.**



First of all thank you all for coming here today to help us celebrate this wonderful achievement for the club and to look forward to a prosperous future!

I don't know whether John Ward one of our founding members, would have envisaged that the club would be still here and thriving. Obviously this year is a major year for the little car we all love. It being its Centenary year! So along with lots of you I will be out celebrating this great event.

It is with some pride that I am the current Chairman of the Club, following in the footsteps of many enthusiastic Chairmen that have held the post over the years.

Therefore it is testament to all members some of whom have been here since the start that the club continues to flourish- Restoring, Driving and Enjoying the little Austin 7!

I would also like to thank David and Pam Trickett for their extraordinary hard work in putting this programme together.

So on behalf of the committee it just remains for me to say enjoy the day and keep on Sevensing.

Rick Bishop MA7C Chairman

Editors Note

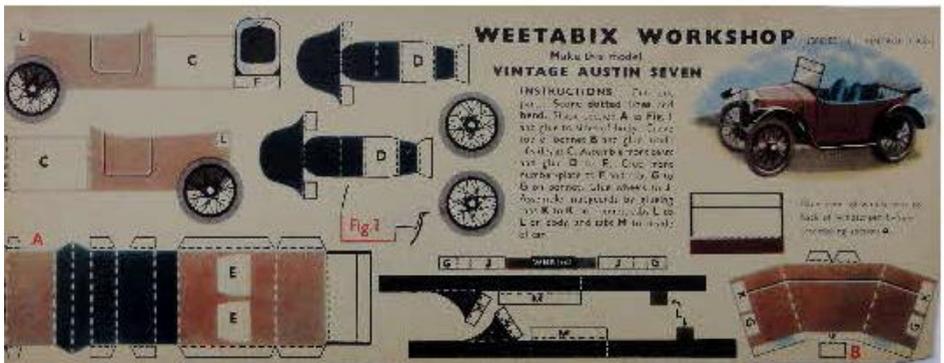
This special edition looks back on 50 years of the MA7C. It uses contributions from current members with long memories and drawing on extensive archive material, provided in particular by Lesley Marriner and Rick Bishop. Thank you to all of you who have contributed - Dave Trickett.

The History of the Midlands Austin Seven Club By John Ward 1997

The club was founded at the end of 1971 but it is necessary to go back quite a lot further than that to take in the origins of the Midlands Austin Seven activities.

Around 1963, a group of A7 owners mostly around London started a register of cars within the 750 Motor Club. The Austin Seven register was formed and in conjunction with the 750 MC held a rally at Beaulieu. The photographer there (later to become a curator) was Michael Ware, a keen A7 owner and register supporter. This became the first of the big annual rallies at the motor Museum. I had owned a 1925 Chummy in the early years after the rally I knew I wanted to own another.

A 1928 Chummy was purchased from a man in South London and when collected the spares can included another 1929 Chummy in bits, those were the days! This is all relevant because during restoring it I got involved with the Midlands Centre 750MC



1950's – Weetabix Workshop Vintage Cars

Cut out on packets No. 162 Vintage Austin

After finishing third in the showroom class at the 1964 Beaulieu Rally the secretary of the Midlands Centre asked me if I would run and Austin Seven concourse and rally in Stanford Hall which that year was the venue for the 750MC Inter Centre Driving Tests, which he was running.

The 1928 Chummy was judged to be the best A7 there (incidentally this car later became the Weetabix Chummy). As a result of all this, I became the focus for the Austin seven register activity, with meetings held with the Midlands Centre 750MC.

In those days, The Midlands Centre met at the Red Lion Hotel in Knowle, in the big room on the first floor. During 1965, more and more owners became known and I wrote a regular spots in the Austin Seven Register newsletter, which spread the word of our activities. We ran the 1965 Stanford Hall rally, again this time as an Austin Seven event, which it has remained to this day.

At this time, The Midlands Centre was being pushed around a bit, losing the Red Lion and being forced to use several not always ideal and reliable venues. The Midlands Register group was getting larger and the active owners wanted a meeting of their own.

We had no money but I managed to persuade the landlord of the George and Dragon, Coleshill to put on a bar in his otherwise unused back room on the basis that we would buy drinks and we did! This was a good move and the seeds of the MA7C were sown then.

This was July 1966. Through 1967 to 1969 the Austin 7 Register like Topsy grew and grew, so did the Midlands Group. The national activity gave the 750MC all sorts of problems. Regional groups followed our example and set up all over the country, not all in 750 centres. Some efforts were made to convince to 750 board to let the register become an independent organisation or club. By 1968 some groups were hiving off to form local clubs and worse, some existing clubs had no desire to combine with the 750MC at all. Somehow, I became the focus of this activity.



At this time, I was racing in Ulster OG 1845 (see picture) and took part in the Eight Clubs Association meeting at Silverstone. I realised that an Association of clubs may provide the answer for bringing all the clubs and interests together on a national or even international basis. To cut a long story short, I set about contacting everyone who was interested and found great support.

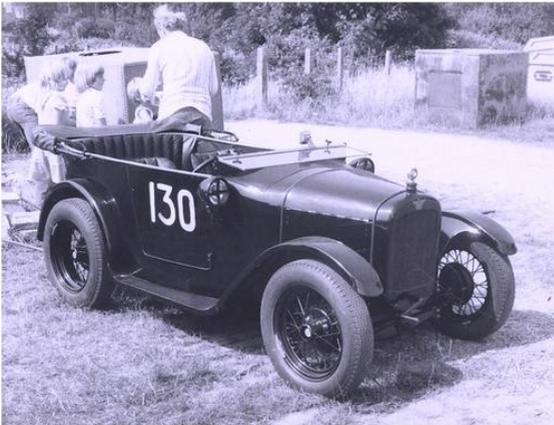
Thus I found myself at the centre again and the Austin Seven Clubs Association was formed in January 1969.

Golden Jubilee Rally Longbridge 1972

Meanwhile back in the Midlands, I was still heading the Midlands Register Group. By the middle of 1971 the lads in the ranks said they wanted to become an independent club. It was more or less catalysed around the time of the Stanford Hall Rally. The first meeting of the Austin Seven Club took place at the George and Dragon at the end of September



John Ward's racing Chummy at Beaulieu 1978.
It may have contained genuine Ulster bits.



1971 and it all took off from there. So the first full year of the club was 1972, the year of the Golden Jubilee Rally at Longbridge in which both I and many of our members were heavily involved.

Since then, the club has prospered and grown. We had to move to several venues after the George

and Dragon and are now in the Old Silhillians Club, Solihull.

The first committee meeting was in the spring of 1972. The members were myself (Chairman) Terry McGrath (Secretary and newsletter), Peter Blackburn (Spares and Stanford), Barry Whitehouse (Treasurer), John Turley and Douglas Knowles). Some of you remember the others and some are still seen visiting the club nights from time to time.

The earliest membership list is late 1971. There were 53 members and having compared with this with our 1996 list I find we still have three originals, Robin Boyce, John Wilko and yours truly.

Over the years, the club has been well served by many capable and hard-working officers and committee members, the current incumbents are no exception. Also, at the core of our activities are a band of keen supportive club members who help when necessary. Without these people, the club would no longer exist. For myself and behalf of all the club members past and present I thank you. You are the heart of the club!

On a general level, I thank you for your support over the years. We must all continue to support the club and its activities. We must continue to seek out new members and in some cases bring back some of the earlier members into the club. I think you will agree the club is in good shape. Let's keep it that way.

On a personal note, you will by now have noticed that I have had to write much of the foregoing in the first person. I hope you will excuse this but it is just the way I have been involved. I have been your president for some time now and I was especially honoured some years ago to become an honorary life member when I vacated the driving seat. It does not seem all that long ago that the events I have remembered took place, but the club is now 25 years old!

It is amazing how things have continued to evolve since 1997 – Ed.

The Cotswold Run

The Cotswold Run has been taking place almost as long as the Midlands Austin 7 Club has existed. The first runs were a sort of follow the leader event; where somebody would plan a route and after meeting at a nominated starting point, would lead the others on a run around the Cotswold area. This worked fine, but sometimes some members were led astray!! One of the earlier runs is featured in the club film "The Muddy Road" in 1977 on the DVD of club events. This featured a route organised by Neil Bateman. Part of it passed along the road at Half Moon plantation which due to the rain in proceeding days was very muddy. Most took this very calmly, however the Chairman, Pete Blackburn took it with some gusto. This caused him to knock the battery box off containing the battery. He was towed home by Keith and Lesley Marriner to Hinkley by their Box Saloon.



These runs took place, as always, off the main tourist routes and avoided the main road and towns. They usually featured a pub lunch and mostly the sun shone! The start was often from Evesham where there was plenty of parking to gather.

We had enjoyed the runs and the countryside so much that Christine and I volunteered to take over in 1980. This involved planning a route on an Ordnance Survey map and then driving it, taking notes of the turn left, turn right etc. Clues were spotted for possible questions. Then the clues had to be visited to ask permission to use them, particularly if it was a private dwelling.

These sometimes caused problems. One clue of a house name we had spotted could not be found, we drove up and down the lane several times and in desperation called at the house; the elderly lady owner explained, “The boys had come up the lane and run off with the house name,” problem solved and clue deleted! We moved the start to Bidford on Avon at “The Lion Cub” a café next to the pub of the same name, so members could get a drink before the start. In those early days, motorsport was controlled by the RAC and there was some paper work involved in applying for a Notice of Waiver which was required 12 cars for the events. Also, the local Police had to be informed the event was taking place. However, after writing to the West Mercia Constabulary in 1982, the Acting Chief Superintendent wrote back and said the event was covered by “Motor Vehicles (Competitions and Trials) Regulations 1969” and did not need permission. We passed this on to the RAC, who had never heard of it, and went off to investigate. Since then, 12 car events did not need a Waiver!

Generally, the runs met at Bidford and wandered around the Cotswold area, had lunch at a pub, and finished at Tyford Garden Centre. Folks could have a look round and a cuppa while Chris and I frantically marked the answers to find the winner. It was always a problem to get entrants to leave the pub and complete the afternoon's route. In 1988 we met with the Bristol Austin 7 Club who was having their “Cotswold Gallop” at the same pub for lunch. Getting members to leave was impossible and I don't think the Manor House at Landowne was ever quite the same again! We instituted a trophy which consisted of a piece of Cotswold stone on top of a piece of



beech table leg, with a club car badge on the front. This was presented to the person who got the most answers to the clues. There have been many answers to clues, some invented, some true and some excuses "That the sheet blew out of the car on the route!"

In 1989 Chris and I decided as we had done 10 years so we would retire. However, no one was coming forward to take over, or daft enough, so we said we would repeat the runs again with new clues. The start moved to Evesham, as the café had closed and was getting a bit crowded for parking. A change was made in 1995 with the finish moving to 'The Ranch Caravan Park' at the invitation of Andy and Sheila Attridge, where they have hosted everyone royally since. In 1988 we finally ran out of ideas and clues so Rick Bishop had a try in 1989 so he and Eileen Crosse conducted it in 1990. Other residents of the Cotswolds had a try with Paul Millard and Geoff Guest. Finally, yet another resident in 2007 took over, Brem and Jennie Bremner Smith. They have been running it since. They introduced us to the hounds at their kennels in Broadway for a starting point. They have had an interesting introduction when the local council dug up the road and closed it to traffic. They reviewed it with John Russell who noticed that it could be by-passed using his fields. This was tried out and found a bit bumpy. "No problem, I will get the son to roll it," John said. This became the M7, an Austin7 motorway for the day. 2008 proved interesting for Brem, he planned the route but didn't make it as he was detained in hospital. Andy Attridge was also in hospital, the after effects of a visit to Ireland. At times, the route has started from The Ranch and finished at Blackwell Village Hall, but the finishes involving cakes!

The routes occasionally cause navigators problems, generally by miss reading the very clear directions, or maybe conveying this to the driver. It was probably best summed up by someone who told me he had entered a village green in the shape of a square with a road at each corner. As he approached, a 7 appeared at the other 3 corners and they all turned left on to the green and took the next left off it. All going their own way. Over the years, we have been asked to visit various place en route and after explaining who we are

most folks are very helpful. Donnington Brewery was a case in point. When we asked if we could drive up their private road, they suggested leaving the gate open and we could drive up through the Brewery and out on to their private road to continue. One of the private houses with an estate allowed us to drive through their private grounds and past the house. When we commented on the beautiful trees and how they would look in the autumn, they invited us back and the “Autumn Leaves” run was born.

Most memorable for me was one of the early ones. We went to bed early due to the early start time and when we got up at 6am found that over night there had been 4 inches of snow. So in those days armed with a pocket full of change I walked to the phone box up the road at 7am and rang folks, most who weren't up! The conversation went. “I'm cancelling the Cotswold Run,” ...“Why?” ...“ Have you looked out the Window?” this was usually followed by some sort of expletive! “Ok then, bye.” Long may it continue!!

Andy Lowe

Organisers

Neil Bateman

Andy & Chris Lowe

Rick Bishop

Rick Bishop & Eileen Crosse

Harold & Edith Tibbs

Paul Millard & Geoff Guest

Brem & Jennie Bremner Smith

John Russell, whose local knowledge and introductions have been very helpful

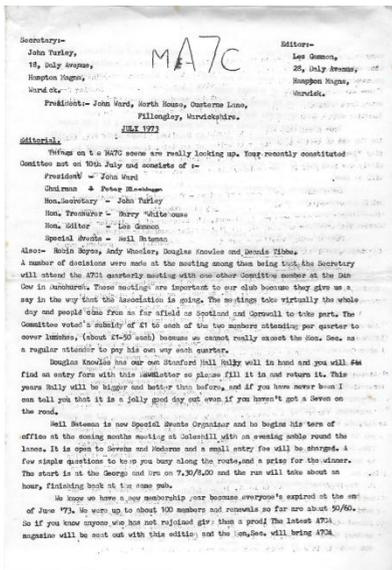
Winners

1980	Robin Boyce	2001	Cancelled, Foot & Mouth
1981	P Newman	2002	Mick & Pam Butcher
1982	Harold Tibbs	2003	Mick & Pam Butcher

1983	The Tomkins	2004	??
1984	The Tomkins	2005	Bernard & Ngaire Shaw
1985	Mike Spires	2006	John & Lottie Russell
1986	Mike Spires	2007	The Harris Family
1987	Peter Francis	2008	Chris & Sue Johns
1988	Andy Attridge and Boys	2009	The Harris Family
1989	Peter & Micky Lovell	2010	John Russell & Family
1990	Andy Attridge and Boys	2011	Sue & Chris Johns
1991	Peter & Ronnie Bright	2012	John Russell & Family
1992	Les & Julie Bright	2013	The Harris Family
1993	The Gordons	2014	Sandra Francis & Julie Jinks
1994	Peter & Ronnie Bright	2015	John & Alison Roberts
1995	Elaine, Ian and Tom Devey	2016	Faye & Mick Harris
1996	Peter & Sandra Francis	2017	John Russell & Family
1997	Peter & Sandra Francis	2018	No Clues allowed
1998	Mick & Pam Butcher	2019	No Clues allowed
1999	Mick and Pam Butcher	2020 & 2021	No events Covid 19
2000	Elaine & Ian Devey	2022	No Clues allowed

Five Decades of the MA7C Newsletter

The Seventies



Newsletters were typically a few sheets of foolscap paper, typed and copied on the club's Gestetner copier, by all accounts a messy and unpredictable process. Les Gamon and Terry McGrath were among the early editors (the full list of editors can be seen on page 45).

A new award scheme in 1973.

The new annual award has been proposed by Neil Bateman. It is to be called 'The Midlands Austin Seven Enthusiasts Award' and will be open to all paid up members of the MA7C. Committee members will not be eligible. A handsome challenge shield will be awarded at the prize giving at Stanford Hall each year to the member with the highest score based on the following lines:-

- | | |
|--|------------|
| 1. Attending the monthly meeting | 1 point. |
| 2. Attending the monthly meeting driving a Seven | 2 points. |
| 3. Attending a club run or event | 2 points. |
| 4. Attending a club run or event driving a seven | 2 points. |
| 5. Letters published in the National motoring press | 5 points. |
| 6. Letters and articles published in the club newsletter or Association magazine | 10 points. |
| 7. Introducing a new member | 25 points. |

The above is the general idea and it may be modified before it is put into practice but the idea is that a large chart will be prepared with all the members names on it and it will be pinned up at monthly meetings it will be up to the individual members to fit it in on a trust basis, so please give your support.

The 1972 LE-JOG – a personal reminisce, by Mark Kershaw

As I prepare my '32 Box Saloon GY 912 "GY" for the Austin Seven Centenary in July, it made me think back to the half century celebrations in 1972. Most particularly the Longbridge Rally and the Lands End to John O'Groats run over Easter 1972. I had bought 'GY' four years before and had done him up mechanically as well as some bodywork repairs.

The 1972, LE-JOG run started for my girlfriend and me, after the usual preparations, we arrived at Paddington Station to catch the overnight Motorail to Penzance. I had decided that although it was expensive on my meagre pay, to arrange motorail from London to Penzance and Perth back to London, it meant we could have a few days in Scotland after the run and still get back in time for work the following week. Once at Lands End, we met up with about 80 other cars that were to set off the next day.



We set off at dawn on a windy, but dry day at first light on the Easter Saturday and headed off to reach our overnight stop at my girlfriend's family home in Southport, Lancashire – 388 miles away! In our naivety, we hadn't realised how long it would take us to get through Cornwall and Devon, and I recall we didn't make Bristol until teatime, and still with a long way to go. We soldiered on, cruising at about 30 mph straight up the M5 and M6. The thought now fills me with horror, but then most of the lorries only did 30 mph as well, so the slow lane really was the slow lane and I didn't feel in any

danger of being run into. (I wouldn't dream of going anywhere near a motorway now!)

We eventually made it to Southport about 10pm tired but content, even if my girlfriend's parents had been a bit worried – way before mobile phones!

The car had been behaving beautifully, and continued to do so as we headed off at first light again to reach our next goal -280 miles away at Pitlochry at the base of the Highlands. Once



again, along the M6 though, even I can recall being very slow over the Shap part and watching my rear view mirror a lot -only to see a police car behind who pulled us over. On the hard shoulder, he pointed out my bonnet was loose but really just wanted to know what we were up to!

On past Carlisle and into Scotland on the A74 (before the motorway was built). Along this part we stopped for fry ups on a camping gaz stove we had brought along. Again, another uneventful drive via Falkirk and we made it to Pitlochry by about 6pm.

We stayed in 'Fishers Hotel,' I couldn't really afford it but I had booked it as in the AA book, it said it had a night porter that could make us an early breakfast. So once again, another early start at about 6am. However, overnight it had snowed!

We set off North in a snowstorm and I recall as we climbed, the vacuum windscreen wiper stopped and having to hand crank it until the arc got smaller and smaller with snow build up. We stopped several times just to clear the snow off the windscreen!



As we chugged on, that part of the old road ran alongside the main railway line and as we crept up into the highlands the overnight sleeper train was also slowly climbing up with two engines on the front, very slowly overtaking

us. I can still see the startled look of the passengers as they opened their curtains on the sleeper and waved to us – it must have looked to them that they were in a time warp – waking up to it snowing with a little 40 year old Austin Seven chugging alongside!

Up and over the Drumochter Pass through Aviemore and up over the Slochd Summit before dropping down to Inverness and then hugging the coast all the way to John O’Groats, arriving there about teatime.

We had made it! ‘GY’ had behaved brilliantly the entire time, even though I had brought plenty of tools and spares we didn’t need any of them. We had travelled the length of the country in just three days, we felt was good going in a three speed deluxe saloon.

My girlfriend and I had a holiday for the rest of Easter week, slowly making our way down to Perth where we caught the overnight Motorail service to Olympia. Then drove the car a few miles back home to Richmond and then I had to quickly change and set straight off to work. I had more energy in those days!



And what of the girlfriend? Well even after this adventure and coming with me to the Longbridge Rally that summer, Elizabeth was still talking to me. Two years later we were married – and soon we are to celebrate our own 50th Anniversary.

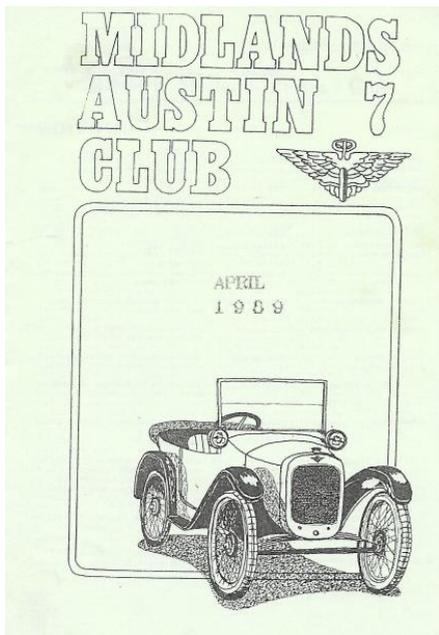
I have kept ‘GY’ ever since. However, in 1977 with a baby on the way and a failed MOT I stored the car until the early nineties when I had a professional nut and bolt restoration by Seven Rebuilds in Coleford. Since then, it comes out in the summer months and enjoys trips around.

In 2012 I saw that the 750 Club was organising an Easter JOGLE. I decided to enter again. Elizabeth this time declined to accompany me but said “I have bred children to take my place!”

So over Easter 2012, my son Christopher and I set off to repeat the adventure in the same car but this time North to South.

But as they say that is another story which will have to wait for another edition of the MA7C magazine!

The Eighties



By the eighties, the newsletter was in A5 booklet form, printed in black and white on matt paper. The cover pages used various colours depending on what was available. Editors included Ron Rudge. Newsletters were full of technical articles and tips, which are now more likely to be found on the internet.

During the 1980s the club was very active, as demonstrated in the short summary printed in the 1982 Diamond Jubilee Rally Program, which was organised by the MA7C for the Association:



THE MIDLANDS AUSTIN SEVEN CLUB

The Midlands Austin Seven Club has a history going back seventeen years. It was formed by enthusiasts for enthusiasts, and is open to anyone interested in or owning a pre-war Austin Seven. Ownership of a Seven is not necessary to join the club, but is encouraged. Indeed membership is a distinct advantage in finding a suitable car, while experts within the club can advise on all aspects of restoration, spares, etc.

The club meets on the last Wednesday of each month at the Old Silhillians Club, Knowle. Membership now stands at 150. The meetings take the form of film shows, talks (technical or otherwise), quizzes, bring-and-buy evenings, etc.

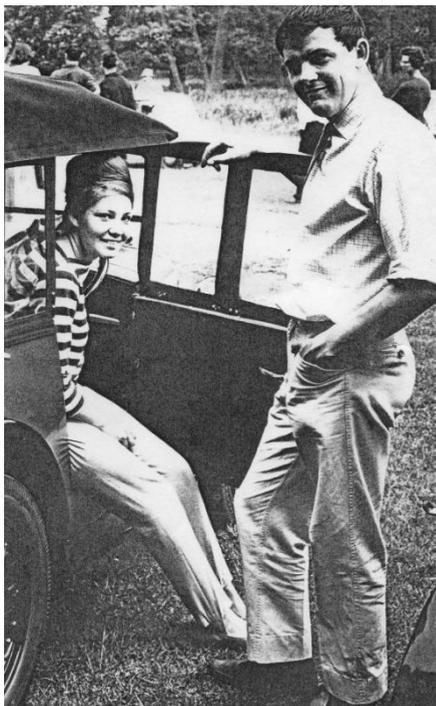
There are a number of static rallies, club runs, and other events held throughout the year. Main events held are the highly successful Longbridge Rally every August, adjacent to the Austin factory, Stanford Hall Rally, September, and Hagley Hall Driving Tests in May.

Annual subscription is £8 which entitles members to a monthly Newsletter in addition to the Association magazine.

Stanford Hall 25 years old by John Ward

September 3rd 1989 brought together the anniversary of the Austin Sevens gathering at Stanford Hall (25years) and my own birthday! On such an auspicious occasion it seemed appropriate the weather gods set the weather fine. Indeed, the recollection (if hazy) seems to say that most of the rallies have enjoyed good weather.

Stanford Hall Rally has really a unique place in the A7 calendar, especially as it has now passed the quarter century. It is the first event at which the first Midlands Austin Seven Owners gathered together and for many years, the only Midlands rally solely for A7s. As such, it deserves its support from enthusiasts, entrants and the Midlands Austin Seven Club.



The first event back in 1964 was quite different from today's. Indeed, it was not even the main reason for the gathering. The event was the in driving test centre run by the long defunct Midlands Centre of the 750 Motor Club. Some of the committee were still A7 minded and recognising the Austin Seven Register (recently started) it was thought a display of eight sevens would be a good idea. So I and a few others canvassed around to get some cars there. A nice tankard was offered to the best A7 present. Brenda and I won it in our 1926 Tourer, the trophy is still in the cupboard!

Actual details of the cars are a bit vague but I do have a picture. There were I think about 15 cars lined up down the side of the field. The first car I can recognise is the John Goodacre's swallow saloon. Next is David Shores' 1927 Tourer. Also there is a 1928

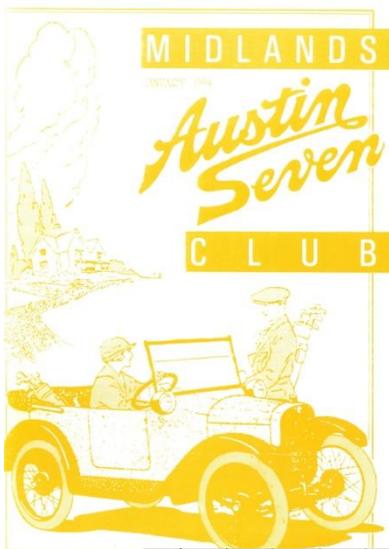
Tourer this car was sold to the late Pat Thornton who also changed the brown to black. It was the Weetabix packet car and I am told the Thornton family still own it. Pat was a regular and strong supporter of Stanford. He attended all the early rallies and provided all the cups and shields we gave away over the years. We ran the rally on the wing and a prayer and no money!

May 1987 the National classic Motor Show MA7C our prize winning stand.

This month has seen a super effort by club members at the NEC and much credit must be given to all those who worked so hard. There are times when it would be easy to say that the National Classic Car Show is really not worth the effort, but surely we must not miss a chance to be represented at such a prestigious show. I do know that we picked up a number of new members including a gentleman with a speedy recently imported from Africa. Two Speedys in the club can't be bad can it!



The Nineties



Mike Macnamara, then editor, moved the newsletter up market, being produced for a time on high quality glossy paper in A5 booklet form with front covers in different colours each month. This proved expensive and no doubt the Treasurer realised it was unaffordable.

A typical calendar of events from the 1990s.

M A 7 C		Calendar
<u>DATES FOR YOUR DIARY</u>		
WEDNESDAY - DECEMBER 19th		PARTY NIGHT
WEDNESDAY - DECEMBER 26th		BOXING DAY RUN
FRIDAY - JANUARY 11th		ANNUAL DINNER
WEDNESDAY - JANUARY 30th		NOGGIN AND NATTER
WEDNESDAY - FEBRUARY 27th		TECHNICAL EVENING
WEDNESDAY - MARCH 27th		BRING AND BUY
WEDNESDAY - APRIL 24th		SKITTLES
SUNDAY - MAY 19th		COTSWOLD RUN
WEDNESDAY - MAY 29th		DRIVING TEST (SKILL ONLY)
WEDNESDAY - JUNE 26th		CLUB EVENING RUN
WEDNESDAY - JULY 31st		QUESTION AND ANSWER EVENING
SUNDAY - AUGUST 4th		LONGBRIDGE
WEDNESDAY - AUGUST 28th		DARTS MATCH
SUNDAY - SEPTEMBER 1st		STANFORD HALL
WEDNESDAY - SEPTEMBER 25th		A.G.M.

The Noughties



MA7C NEWS SHEET MAY 2000

DATE	DAY	EVENT	ORGANISER
29 th -30 th May	Saturday	Austin Millennium Rally at Heritage Motor Centre, Gaydon. (See advert).	
31 st May	Monday Wednesday	Indoor Race Night. (A Devey & Brain presentation).	Ian & Bob
25 th June	Sunday	Visit to Black Country Museum. Tel: 0121 624 9654	Norma Bickley John Ward.
28 th June	Wednesday	Outdoor driving skills at 'Sills', with your Austin 7	

PLEASE SEE BACK PAGE FOR IMPORTANT INFORMATION ON LONGBRIDGE RALLY 2000.
Apologies from your Editor:
It was pointed out to me that I was in effect a month behind with the events calendar - so hopefully this month you have the events for May and June and this will make more sense. Sorry. Janet.

INFORMATION

GARAGES SELLING LEADED FOUR-STAR PETROL

List supplied by Rayford Thrust.

All these garages have joined the Federation of British Historic Vehicle Clubs.
(Only the ones that may be useful have been listed here).

Gloucestershire.

Birkley Heath Motors, Birkley Heath, Berkeley, Gloucestershire.

Cherry Tree Garage, Lechlade Road, Cirencester, Gloucestershire.

Leicestershire.

Graham Goods Motors, Lutterworth Road, Aylestone, Leics.

R. F. Mills, 34-36 Town Green Street, Rothley, Leics.

Harty Garage, Nether Street, Harty, Millor Mowley, Leics.

Northamptonshire.

TEXACO Weedon Motor Co. Watling Street, Weedon, Northants, Nottinghamshire.

Wood Garage, 173 Mansfield Road, Clapstone Village, Mansfield.

POWER, The Tensdale Garage, Nucknall Road, Nottingham.

THURST, High Street Garage, High Street, Corringham.

Warwickshire.

Popes Service Station, Rugby Road, Sleyly Wood, Coventry.

THURST, Campden Road Services, Stratford upon Avon.

West Midlands.

FINA Four Oaks Service Station, Clarence Road, Sutton Coldfield

THURST, Brookfield Garage, 232 Oldbury Road, Rowley Regis

Ashfield Motors, Caroline Street, St Pauls, Birmingham.

Tel: 01453 311590

Tel: 01285 653459

Tel: 0116 2835662

Tel: 0116 2302295

Tel: 01949 802013

Tel: 01273 340554

Tel: 01623 621253

Tel: 0115 8802146

Tel: 01427 838355

Tel: 01203 542505

Tel: 01789 720113

Tel: 0121 3520053

Tel: 0121 5591217

Tel: 0121 2361203

The noughties saw the newsletter change to A4 format with black and white printed copies being posted and colour files emailed to many members. Rick Bishop had a stint as editor and was also instrumental in setting up and running the MA7C website.

Town and country weekend September 2003

We could only spend one day at the town and country show with our A7. But as always we had a great day out. We were greeted by Louise who made us a great cup of coffee and after parking up and chatting and offering to help with the setting up of the Rovers return, we set off for a walk round the show, with a padlock on my purse. The first time round wasn't too expensive, just a few pounds of tasty cheddar on offer but then I got talked into buying the latest idea from Morphy Richards in the ironing department. This saw me nearly £100 down but hey, the ironing has never been done so quickly! It's brilliant!

We relaxed in the sunshine, enjoyed the company, and then joined everyone for a barbecue before leaving for home. We purchased the sausages and rolls from one of the stands and enjoyed wild boar, venison and wild mushroom sausages for the first time! All cooked on the Devey's portable barbecue. We enjoyed their wine too!

Once again we would like to thank the club for asking us to join them for the most enjoyable day out.



The picture shows two hard-working club members making the backdrop for our stand. What a grand job they made of it too!

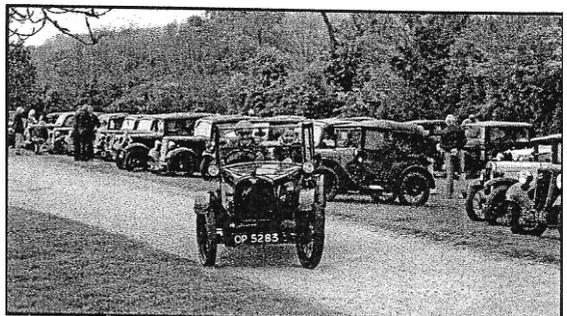
Sandra and Peter Francis

The Cotswold Run - May 2007

In November 2006 Millie and Jeff decided to retire from organising the Cotswold run so we needed a volunteer! The committee announced, "Brem, you live in the Cotswolds, ideal." motion carried just like falling off a log.... more like being in the army!

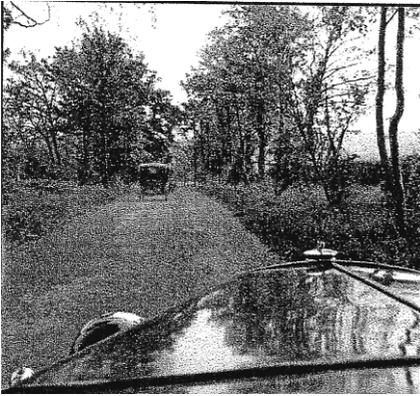
With a mere four Cotswolds runs under our belt and our Seven tyres we knew we had to head to the hills and a ford. The spectacular views, well, they are everywhere and there had to be a good pub at the halfway point/ lunch stop.

However, being a Land Rover man of some considerable years they would have to be some off-road or tracks to add to the traditional bits. Where do we start? Let's have a look at recent runs. No, better still, talk to a local man who knows the ground!



John Russell must know most of the patch really well. A short discussion at clubnight, a phone call and we are motoring. JR suggests Broadway for the start. 'So they climb on the Cotswolds as part of the run,' better still, he knows someone who might make their car park available to us.

Totally independently, we then mark out our routes and meet to discuss them. Up to the lunch stop it's mile by mile almost the same, including the run down to Wormington Grange Drive and JR knows the farmers in question.



L'après midi, (remember some of us just had a fantastic trip to Normandy) was getting a bit too long, but with some good markers, it was time to start using a Scalex map wheel.

So by the end of our first meeting we had five items ticked... car park, track, hill, ford and pub.



By careful use of the map, we will get the mileage to about 65 miles. Time to go out and try the route for real and write instructions for the first time, God bless computers.

The mileage was a bit high but there was another drive that might save a

few miles and add interest. This actually necessitated a good number of letters and phone calls but our patience was rewarded. PTO p26



At one of the many Longbridge Rallies.

Trying to keep dry on a Cotswold Run.



A nice line up at Cofton Park.



Who is this as Corporal Jones from Dad's Army?

More of the Dad's Army display at Stoneleigh.



Rick Bishop, Jim Terry, Arthur Davies and Ian Devey at Curborough.

Another drive round to check the instructions and the English. Then, totally rewrite the instructions to submit to the MSA with compass directions for each road.... in order to get their approval. Rewrite the instructions again, to give to a chum, who had already been volunteered as a Marshall and did this sort of thing when he too worked at Land Rover. The private drives had to be located, but access was unavailable at this time. A few corrections and it was looking like a plan.



Another couple of friends followed to check the private drives and to start the clues for the questionnaire.

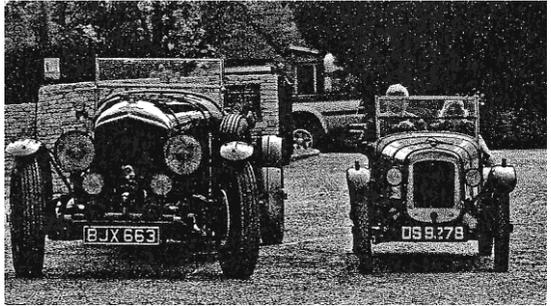
Now everything was sent the printer was primed with a reserve printer in place. The MSA had given their approval and all the necessary consents given. Later, a short call to JR confirms that one of the roads has been closed, but he has a cunning plan!



A quick run over to Wormington and a drive across three fields in JR's Discovery. The first field is rough but as a Land Rover man it's a must. JR says he can get it rolled and so the '**Manor farm Motorway**' (M7) is born!

Final checks.

- Rewrite part of the instructions for the revised route
- Eliminate one clue that we will not pass.
- Add a speed reduction note for wildlife on the private drive and it's off to the printers!



Big Fry – Little Fry

At Broadway at 08:50 hours. It's the first time Jenny and I have been early and there's a seven in the High Street already. And steadily **you** arrive. I left Broadway at 10:45 hours as three latecomers arrived. **Crisis**..... the Editor-in-Chief reminds me about some presentation gifts. Well done Sandra and Jeff thank you both.

So we are up and running with:

36 Austin sevens

One x A10

One x Morris bulldog nose

One x Ford prefect

One x Triumph Herald

One x Vauxhall Omega modern The Johns MA7C course sweeper

One x Discovery modern Dave White photographer and Brem (MA7C whose fault it was anyway) and of course the Marshalls.

Just as an aside, on our shortcut from Broadway to the ford where we photographed and directed you out, we were stopped by a JCB, which had suffered a major mechanical failure (total lack of maintenance!) It completely blocked the road. I was just relieved it was not on THE RUN!



2007 winner Mike Harris

My thanks again, to John Russell (MA7C member) for his considerable help in the planning, for arranging the parking at the North Cotswold Hunt Kennels, for the 'Manor farm motorway' (M7) due to a road closure and for arranging the route past Wormington Grange.
Brem.

End of an era - February 2008

Stanford Hall 2nd September 2007



I have been in contact with Stanford Hall over the winter but have not actually spoken to the new estate manager in person. The first communication we had was when he asked us to change our rally date and offered us a later day in September or a Sunday in August. Andy and I discussed this and decided on the August date. When contacted again, he said the August date was taken. In the meantime, I received an email from the Scott owners club, who said they too had the same problem.

Apparently the mini owners club have been given our slot. They have told me the site fee has gone up considerably anyway. On contacting Stanford several times, I eventually got an email to say (not what the site fee was) the site had to be financially viable and we didn't fit this. You can imagine my reply!!

On having further discussion with Andy we decided to put out feelers for another venue. Luckily, on club night Tom McFadden came up with the Millennium Place site at Coventry motor Museum. They are willing to have us on the 31st of August (pending approval from one high).

So an end of an era begins. I am sorry it has ended a 44 year tradition but money is obviously more important.

Whilst the Bray family were in residence we had enjoyed the grounds of their home and their interest in our club. Sadly, a new broom has swept us out.



Lesley and Keith Marriner organised the Stanford Hall rally for 23 years

Lesley and Keith Mariner



An example of the entries for the best cake baked by a gentleman award

PS – The Stanford Hall Rally continued for a few more years, but was never quite the same – Ed.

The Twenty – Tens



By now the club had acquired a computer and the newsletter was printed on A4 paper. Email use was widespread and the newsletter was distributed in both printed and electronic formats. Lesley Marriner was the editor for most of this decade.



David Baines drives through Sezincote Estate on the 2009 Cotswold Run. This year's event starts at Broadway, Worcs, on Drive It Day, Sunday 25th April. Details on the back page

Photograph by Sandra Francis

NEWS FLASH

The Midlands Austin 7 Club is officially no longer a limited company as from January 2020.

Visit to **Beoley Village Hall**, Wednesday 6th September, for Members to see if this is a better venue for our club meetings. This was really very well supported as people were keen to see a venue with atmosphere, something the Old Sills has managed to eliminate totally. The drinks were cheaper too, and the rent is cheaper, being almost half the cost. A very positive response from everyone (33) who attended.

2020 Covid arrived with a new technological revolution for the MA7C club!

The MA7C members tinkered with their cars eagerly awaiting the end of lockdown!



News flash - Zoom here we come! October 2020
On Thursday we held our very first Zoom committee meeting.
A momentous occasion!

After lockdown

Club night: Bring and Buy sale 27th July.2022

Members of the committee did a sterling job at the Bring and Buy sale. John Roberts used both his wit and sales techniques to cajole the audience to buy an eclectic array of items which were in the auction. These included a number of



books, (one first edition book signed by the author) a variety of tools and car parts, such as lights, clutch pedal levers, window winder mechanisms to name but a few! There was keen bidding at times for some prized items. Andy Lowe provided technical support for some of the more specialist items and was the runner for the evening and easily clocked up his daily step goal! Ian Devey and Rick Bishop kept a careful eye on the sales, while enthusiastically joining in some of the bidding. Members had brought in a bumper number of items to sell and as a result, the club funds increased by £147 plus £48 for the raffle which will help cover the rent of the hall at Beoley. It was a very enjoyable evening.

February 2022 Newsletter



2022

Currently the newsletter is produced ten times per year, printed in black and white on A4 paper for posting to members who prefer a hardcopy. A colour pdf file is emailed to every member with an email address. Back issues are available on the website (www.ma7c.co.uk). I believe that there may be one or two members who have hardcopies going back to 1972!

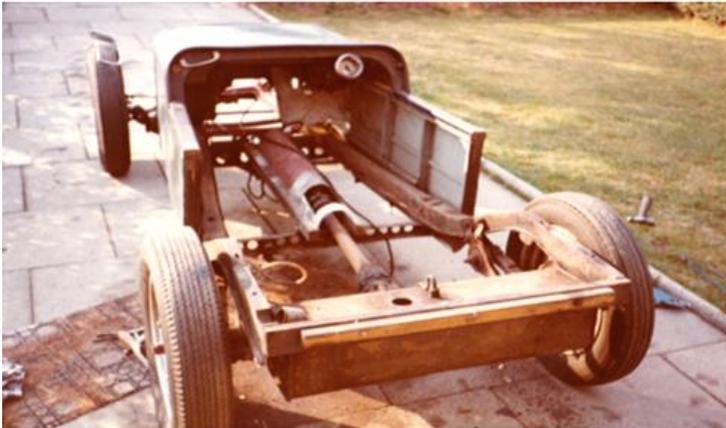


1932 LWB Austin 7 Arrow Foursome.

'One of the first long wheel based foursomes made by Arrow.'

My Austin 7 Journey – Rick Bishop

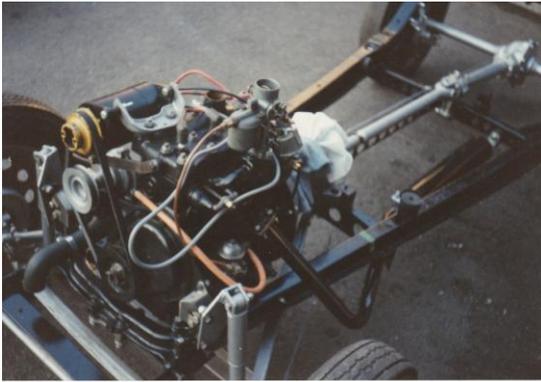
I joined the club back in 1982 at the Diamond jubilee celebrating the 60yrs of the Austin 7; having just bought what I thought was an A7 special!



I had asked the then chairman Neil Bateman to take a look at it for me. He didn't recognise it at all and said it was probably a Ford special. When I pointed out that the engine had Austin cast on the side and the chassis also had Austin on it he said, "Oh yah! It must be a Big7 then, you'll be ostracised owning one of them!" So my journey began.

To cut a long story short, 5 years later, my first marriage came to an end, "Not I must point out due to my obsession with the A7." But this did give me the time and the space to rebuild the special.





This was a basket case as you can see from the photos so it took me about 3 years and long nights in the garage before it was at least ready for its first M.O.T in June of 1992. I had trailed the car unfinished to several events including the Longbridge Rallies.

By this time I was on the MA7C committee, in one of the many posts I've held over the years. I became the newsletter producer, this was because I was now divorced and had no wife to complain about having a massive photocopier in the front room! Ron Rudge was the Chairman by this time.

He had taken over from Bob Brain who had been Chair through the late 80's and to show how P.C. we were in those days Hazel Gore was the Chair person in 1986/87, and Ian Devey the Treasurer, Jim Terry was the spares and Technical advice man and Bob and Norma Bickley did the newsletter distribution. By this time, we were meeting at the Old Silhillians Rugby Club in Knowle, Solihull. By 1995, Bob Brain took over as Chairman again, Arthur Davies was doing the Editors job and we were wealthy enough as a club with about 300 members and sponsorship from a long standing club member Arnold Crowe of Ashted services and Clarks' Auto Group the local Rover Distributor to have the newsletter printed in colour professionally in A5 format!

Now having the car on the road and entering rallies etc presented me with another problem, who could I get to read the maps and instructions? Up steps Norma Bickley, who obviously had a match making talent, "I'll try to find you a map reader!" she said, "I know a nice young lady, who works with me, I'm sure I can get her interested!" Enter Pamela who turned out to be a good map reader and a perfect partner! So the rest is history as they say, 27 years of marriage and counting!

By late 1997, I had become Chairman for the first time and it was the Club's 25th year and the A7's 75th Anniversary. We also lost a stalwart of the Club in Jim Terry! Pamela had become Secretary and as a club we were attending and organizing many rallies. I organised the clubs entry in the JOGLE run of that year and the usual Stanford Hall rally was ably organised by Keith and Lesley Marriner, who ran it for many years on behalf of the club. But mine and Pamela's tenure was to be short lived, as by now Pamela had become quite ill with M.E. so we stepped down in 1998 and Arthur Davies became the latest in the long line of Chairmen. In the 2000's, Brem took on the roll and served the club well till he retired in 2019 when I again took on the job. So this is where we are today 50 years of our club. We may not have as many members as in the heydays of the 80's and 90's but we're still going strong thanks to all the committee members over the years and of course down to you members who keep the A7 flag flying!



Happy Days – Robin Boyce

50 years old, who'd have thought it? In my opinion, it all started with the 750MC, Midland Centre. I joined in 1963 having just passed my test, having learned to drive on a running A7 chassis round the fields, mastering forwards, backwards, turning and changing gear, but yet to experience brakes.

Notable members included Chairman Wally Watton, who had "Tiddler" the Gordon Brettel ex-Brooklands single seater and had also just liberated the Sand Racer from Longbridge; Jim Yardley who saw me coming and sold me his '29 saloon. It had been used for trialing and was decrepit in the extreme but served as daily transport, most of the time. Jim was racing 'Complexity' his fabulous 750 Formula car. He had seen my enthusiastic work on the saloon and when I went to a race meeting with him I was allowed to check the tyre pressures; Bill Boulton, an Austin 7 magician, always helpful to the beginner and winner with his family of the Goodacre Trophy at the annual 6 Hour Relay race. See son Ben Boulton's article about it in a recent A7CA magazine and Ben is a current club member. Also, there was a very capable Seven restorer called John Ward.



There were certainly several dedicated 750 racers but proper Sevens were well catered for too, as the Midland Centre organised the first Stanford Hall Rally in 1963. Here's the scene in 1964. I think the 750 club's major driving-test meeting, with Ken Cooke's trials car *Klipspringer* and possibly John Ward's Chummy trying to hide that decrepit Saloon.

By 1965 John saw a need for Seven owners to have their own meetings and gathered a group of like-minded enthusiasts to do just that. What we called our group I cannot remember but I can remember a few faces. There was Terry McGrath, an art teacher and jazz band player who had emigrated from the Wirral. His sousaphone just fitted in the back of his box saloon. Terry was soon to be the first secretary and newsletter editor of the MA7C, and he told me recently that his abiding memory of that job was endlessly turning the handle of the Roneo printer with the distinctive smell of the alcohol-based ink, churning out the newsletter.

He also designed the MA7C car badge and produced the mould, a lino-cut I think, which member Pete Blackburn cast.



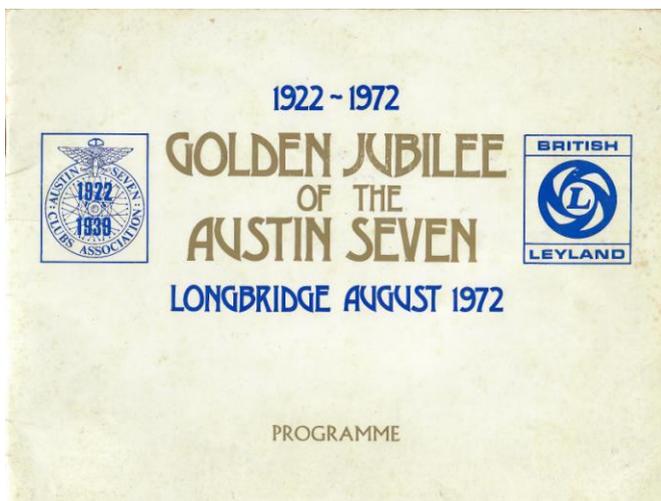
Mike Tebbett joined in 1964 I think and asked me one day if I would like to holiday in France next year, in his Mulliner saloon. Did he think I could mend the car if necessary? Fortunately, a loose prop shaft gaiter and a puncture were the only problems. Mike started the Mulliner Register and is still the Registrar and is now renovating his car for the 100th Rally.



You could drive the whole Le Mans circuit apart from the start/finish area, on wonderfully smooth roads.

Barry Whitehouse had a Box saloon which rubbed its rear tyres on the wheel-arches and had no brakes. I remember waiting at traffic lights somewhere on the way to Beaulieu when Barry inched past, a look of bemusement on his face as he heaved on the handbrake. He turns up at club meetings from time to time, as does Hank Chatterton who had a Special back then. At a 750MC driving test meeting in Packington Park, badly arranged steering went over-centre, resulting in Hank's and my car meeting. Only a little damage, patina they would call it now. And Paul Cooper is still with us, usually in Christine's Chummy.

I remember some notable club runs including one to the Measham Motor Museum where a blown Ulster was of interest. Then things changed apace when the Austin 7 Clubs Association was formed, at the instigation of John, of course who became its secretary, with six member clubs including the Austin 7 Register and we became the Midlands Register Group. By 1972 however, the Register folded as the Groups became clubs in their own right, including the MA7C and the 1972 rally at Longbridge brought lots of people and cars together. So there we have it...



There were 440 Sevens listed; my Special and the 7 others were relegated to the end, after the Big Sevens

As a matter of interest, 1970 MA7C Membership cost 70p or 50p if you were also a member of another club. Unfortunately, this rose dramatically to £1 or 75p the following year when spares were becoming unaffordable too, as the Newsletter (courtesy of Roneo) demonstrates

SALES AND WANTS

SALES. Chummy rad. cowl. 5" front axle, complete. Zinc updraught. ~~Trailer service.~~

Restorations and repairs, spraying, tec. Pete Blackburn, ~~uneaten~~ 327259.

Blank Number plates 75p-£1-00 pair. Will make a batch if there is sufficient demand. Neil Bateman, 98, Drury Lane, Solihull.

Dynamos - Part exchange. £3.50 reconditioned, Purchase outright £5.00. Harry Hales, 41, West End Avenue, Nottage, Porthcawl.

1935 chassis free and delivered, Ruby spares for sale. Andy Wheeler 021 783 6057

Old A7 size trailer complete with towing bracket. £15 or best offer. John Ward.

New G W & P 5.25 : 1 ratio, one Longbridge manuf. Several Remax manuf. Offers.

Robin Boyce.

WANTED. The £10 Cambridge body someone brought to the Club last month, Neil Bateman

Ruby body, wings and cowl. P. Armstrong. Walsall 29354.

1933 headlamps or bits of. Head and side light combined type. Peg wing type rad caps, Bonnet catches. Rick Holford-Jones. 021 354 5047

SWAPS. 4.50x19 Victory rebuilt tyre, brand new, swap for good condition 450x 17

David James Shaw. Stratford-on-Avon 67458

Happy days!

Robin Boyce

My Austin 7 - Anthony W Belcher FCA

1928 Holden Bodied Chummy

Chassis number - M72218

Engine number - 72201

Body number - A7-4683
1019

Registration number - SV
7288



My Austin Seven is a little unusual in as much as it is a 1928 'Holden Bodied' Chummy. It was originally exported to Australia as a rolling chassis and on arrival was fitted with its body made by Holden. It was interesting to find that the base of the rear seats were made from the plywood packing case in which the car had been transported.

The car returned home around 1995 and I acquired it in 1999. Unfortunately, I set about restoring it which I now solely regret as I wish that I had left well alone and just tidied up bits and pieces as necessary.

I tried to find out about its past life and discovered that a previous owner had taken the car to Hong Kong for a time, before returning it to Australia. In Hong Kong, the hood was supposed to have been blown out by a typhoon so the hood frame was taken off the car and stored. Sometime later a Chinese servant had thrown the hood frame out, not realising what it was, hence no hood frame. The car only returned to England as it was the right size to fill a small space in the 40 foot container which was being used to ship vintage vehicles back to the UK.

Arthur – a 1933 Austin Seven RP Saloon: UD 5471 – Bob Prophet



Arthur was born in early 1933 and baptised on 25th April. His early history is not known but, in January 1954, Hubert Robinson of Chipping Norton became his proud owner; in July 1967, Dorothy Wise of Burford took over the keys and in February 1976, Thomas Amies of Ombersley slid into the driver's seat. Ray Rose of Stourbridge bought the car in August 1987, eventually selling it to me in July 2004.

I have completed two London to Brighton runs in Arthur and countless Club Runs around The Cotswolds, but my most memorable journey was the return from Surrey one October. I left late in the afternoon just before dusk and realised on the A4 that I was being followed very closely for some miles. The car behind invited me to stop as we entered the lights of Hungerford and the young driver told me that, because my rear lights were almost invisible, he had been protecting me from faster traffic behind: what a gentleman! I then turned onto the B roads to head for Swindon and found it better to drive with no lights at all in the moonlight to preserve battery power! On the A419, I used sidelights most of the time, using the lights of other cars to guide me. I joined the almost deserted M5 and M50 (with headlights) reaching home in Upton upon Severn at about 11 pm – with some power left in the battery. Since then, I have had the rear lights replaced with original, brighter ones and

I have fitted brake lights. Life in an Austin 7 is never dull!

Some facts and figures:

- Engine: Side valve, two bearing crank
- Engine capacity: 747.5 cc
- Gearbox: 4 x forward speeds, 1 x reverse speed; no synchromesh
- Maximum speed: 45 – 50 mph
- Acceleration: 0 – 60 mph: never!

Why is the car called Arthur? Seemple: a legacy from my father enabled me to buy him: my father's name was Arthur.

Austin 7 Cowley Special – Charlie & Jeanine Plain-Jones



Photograph courtesy of Jon Elsey

History

Originally built by 14-year-old Nigel Cowley with help from his Dad, 750 Formula racer Bill Cowley Snr. on a 1932 Austin 7 chassis to the 750 Formula specifications in the 1960s

Basis 1932 Austin 7 Chassis, Engine, Gearbox and Back Axle with homemade bodywork.



Later, sprinted in the Bert Hadley Championship by retired Hurricane pilot, Jasper Partington.

Then sprinted and raced by John Gasking in Bert Hadley and H750F - seen here at Shelsley Walsh.



Bought from John by Jeanine Plain-Jones in 2013 and now raced by hubby, Charlie, on the basis of:-

“You break it, you fix it!”

Modifications – to Bert Hadley and H750F Regulations

Front Axle – Period Bowdenex/Speedex independent suspension with transverse leaf spring, trailing arms and split track rod.

Shock Absorbers – Austin Sports friction type

Brakes – Morris Minor TLS hydraulic in Austin 7 Drums

Wheels – 15” Tyres 135 x 15 front, 145 x 15 rear

Engine – Austin 7 with 1 1/2 “splash fed crank and Ricardo alloy head

Exhaust – Tuned length ‘extractor’ manifold

Gearbox – close ratio 4 speed Austin 7

Carburettor – single gas flowed SU 1 ½”

Back Axle – Std Austin Seven 5.25 ratio with uprated half shafts and Panhard rod

Officials of the MA7C 1972 - 2022

Chairmen	Secretaries	Treasurers	Editors
John Ward	Terry McGrath	Barry	Terry McGrath
Pete Blackburn	John Turley	Whitehouse	Les Gammon
Barry	Cyril Johnson	Robin Boyce	Andrew & Linda
Whitehouse	Hazel Gore	Dave Stepney	Bird
Neil Bateman	John Hunt	Keith Marriner	Mike Wase
Andrew Lowe	John Hamilton	Cyril Johnson	Geoff & Ann
John Huzzey	Bob Herringshaw	Roger Price	Clough
Hazel Gore	Simon Green	Arthur Lunnon	Ron Rudge
Bob Brain	Pamela Bishop	Jim Terry	Mike Mcnamara
Ron Rudge	Bob Prophet	Ian Devey	Arthur Davies
Bob Brain			Mary Lunnon
Rick Bishop			Janet Robinson
Arthur Davies			Christine Lowe
Bob Brain			Sandra Francis
Geoff Guest			Rick Bishop
Bob Brain			John Cookson
Andy Lowe			Sandra Francis
R Bremner Smith			Lesley Marriner
Rick Bishop			Dave Trickett

Finally, where would we be today without the great man himself Sir Herbert Austin? A great car designer and entrepreneur.



In 1906 Sir Herbert Austin drove his first car out of the new Longbridge factory. This is a 30 hp car. The oldest known surviving Austin and for many years it was used as the Longbridge works ambulance.

Thank you, Sir Herbert Austin.



President: John Ward (Well House , Milcote Road, Weston on Avon CV37 8JX)				
Chairman	Rick Bishop	4 Reynard Close Webheath Redditch Birmingham B97 6PY	rickbishop1950@gmail.com	01527 404946 (h) 07470 696694 (m)
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DVLA Rep	Ron Rudge	1 Everitt Drive Knowle Solihull. B93 9EP	rrudge@blueyonder.co.uk	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)
Spares	David Bowlas	38 Senneleys Park Road Northfield. B31 1AL	david@davidbowlas.co.uk	0121 427 3480 (h) 07740 173672 (m)
Secretary	Bob Prophet	Soley's Orchard Rectory Road Upton upon Severn Worcester WR8 0LX	rprophet26@gmail.com	01684 592509 (h) 07713 742777 (m)

