

May/June 2025 Newsletter

MIDLANDS

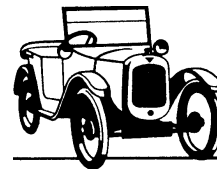
*Austin
Seven*
CLUB



The MA7C Spring Run in the Cotswolds.



More than 50 years of motoring with the MA7C!



Chair Chat

Hello and welcome!

Well the club night was well attended we also had 6 cars turn out so it was great to see. I even managed to get my special there although it was misbehaving “misfiring all over the place”.



I didn't manage to get it to The Midland Air Museum for “Drive it Day” because of the above but I'm told those that went had a good time thanks to the Tricketts and Mr Waddilove for organizing! A report I'm sure later in this newsletter.

There was an excellent turn out for “The Cotswold Run” I counted 17 cars at the “Ranch” at the end what a lovely selection of cars, thanks to Brem and his good lady for organizing the Run and as always to Andy and Shelia for the excellent hospitality and cream tea's at the end.

By the time you read this our Annual Rally this year held at Hatton Country Park will either be over or imminent so hope to see you out and about in your cars.

There are lots of events to go to this time of year so it's difficult to know which ones to pick! Whichever ones you chose I hope the weather is kind to you and you get to enjoy our little cars.

Well that's it for another month club night is a Noggin N Natter and if you car is ready bring it out for a run now we have more daylight!

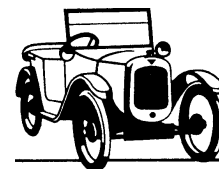
Regards

Rick Bishop





More than 50 years of motoring with the MA7C!

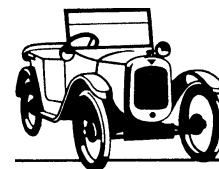


Events (Club Events in Bold)

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

24 th May	Little Comberton Street Market (link) – free parking for A7s (contact Dave Trickett). See P 15 for details.
27th May	Club Night: Bring your car and N&N
30 th May/1 st June	PWA7C Stonehurst Rally (link)
30 th May 2 nd June	www.vintagenostalgiainfestival.com ; Wiltshire
7 th June	SWA7C Bryngarw Rally Entry form http://southwalesaustinsevenclub.com/?attachment_id=3923
15 th June	Wythall bus Museum Coffee & Cars Meet
24th June	Club Night: Summer Bring and Buy
29 th June	Beaulieu Austin 7 Rally Entry Form
29 th June	SA7C Guildtown Rally
27/29 th June	Upton Jazz Festival www.uptonjazz.co.uk
6 th July	Vintage Tractor Club at Beoley Village Hall – see P16
19 th /20 th July	Shelsley Walsh Nostalgia Meeting
20 th July	Wythall bus Museum Coffee & Cars Meet
26 th /27 th July	Bromyard Hillclimb 25
29th July	Club Night: Bring something interesting
1 st /3 rd August	Gloucester Vintage & Country Extravaganza, South Cerney
3 rd /4 th August	VSCC Prescott Hillclimb
8/10 th August	Retro Festival Newbury www.retrofestival.co.uk
10 th August	Specials Day, Burford Wildlife Park
10 th August	Melton Mowbray Motor Pageant www.motorpageants.co.uk
17 th August	Wythall bus Museum Coffee & Cars Meet
22-24 th August	Silverstone Festival www.silverstone.co.uk
23 rd August	Gloucester Retro - tickets
25 th August	Willersey Amateur Horticultural and Craft Show
26th August	Club Night: Fish & Chips
30 th August	VSCC Mallory Park
6 th /7 th September	Beaulieu International Autojumble
14 th September	Dorridge Day Classic Car Show email: dorridgeday.classic@gmail.com
14 th September	VSCC Madresfield Driving Test
20 th /21 st September	Stoke Prior Steam Rally www.Shakespearesrally.com
21 st September	Wythall bus Museum Coffee & Cars Meet
30th September	Club Night: AGM
28th October	Club Night : Bring and Buy Sale
9th December	MA7C Christmas Dinner at the Fleur de Lys, Lowsonford





Members Musings

VCC Midland Section Bluebell Run - Matt & Ian Brough

On 13th April we joined members of the Veteran Car Company (Midland Section) for their 'Bluebell Run'. This annual event happens at different locations each year; this time it started and finished at The Classic Motor Hub at Ablington near Bibury in the heart of the Cotswolds. We no longer have a qualifying veteran car but Ian is still a VCC member and we were warmly welcomed in our 1928 Austin 7 Chummy, even if it was dwarfed by the other cars! A couple of members had travelled long distances to the event and actually drove around in their 'moderns': nobody minded in



the least – just good to have them along to support the Section and the event! Conveniently, Bibury is a relatively short drive from where I live in Cirencester. Based on a former RAF site, the Motor Hub is a classic, vintage and collectable car and motorcycle showroom dedicated to all sorts of historic motoring; it specialises in car sales, storage and events. From rare collector vehicles to emerging classics, each model on display in the converted hangars is chosen for its quality, value, and appeal.



The Hub also has a great café, where we met up at 09.00 for bacon or sausage baps, tea and coffee: a great start! We collected clear route instructions and were told to head out whenever we were ready: no hurry to leave or finish, as long as we were back in time for lunch! The 26-mile route was adapted from one found in a brilliant little book called *Touring The Cotswolds*, written and illustrated by Jim Watson. Typical of veteran car social events, the pace was gentle and the atmosphere laid back, allowing us to journey admiringly through quintessentially Cotswold villages and hamlets: Bibury, Winson, Coln Rogers,

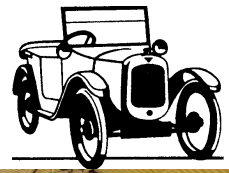
Coln-St-Dennis, Fossebridge, Chedworth, Yanworth, Withington, Hampnett, Compton Abgate and Northleach. The lanes were quiet and narrow, although we did need to join the very fast Fosseway and later the A40 for short distances. There were some extremely steep hills out of some villages and one of the Model Ts suffered from fuel starvation: with its fuel downpipe at the front of the tank it temporarily 'ran out' of petrol. The solution was simple: either keep the tank topped up for very hilly roads or, as in this case, reverse up steep hills!

The plan had been for us each to stop at various picturesque spots along the way and take photos of our cars looking resplendent amidst the scenery! The weather, however, had different ideas. It was overcast and chilly for much of the drive and a couple of miles before our destination the heavens opened, necessitating a speedy putting-up of the hood on the Chummy! Nonetheless, the scenery was stunning and our gentle pace gave plenty of time for sight-seeing: other than when driving on the A-roads I don't think I got much above 20mph!



Returning to the Hub we were treated to a super hot and cold buffet located in the library / meeting room and chatted about the day. Afterwards we were free to look at the collection of vehicles on display – some stunners amongst the exhibits, although even the cheapest for sale was still way beyond my budget! If ever you are in the Bibury area, especially in an older vehicle, I would highly recommend a visit to the Classic Motor Hub: grab a drink or something to eat and enjoy a look around!





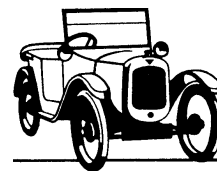
Images from VE anniversary celebrations in Fillongley – Sent in by Rikk Harrison.

Heather Badham, alongside her knitting group, Knit and Knatter, had been planning to create the life-size creation in Fillongley for four months.





More than 50 years of motoring with the MA7C!



The MA7C Spring Cotswold Run

Despite the cloudy cool day, the Austin Sevens and the Austineers all arrived eagerly at the Bike shop ready for the instructions and a little fortification in the cafe before the start of the run. Once everyone was briefed, the drivers completed the final inspections of their cars before they roared into life ready for the challenge of the day. As usual, Brem ensured we all travelled around the back roads of the Cotswolds, along narrow winding roads while negotiating an adverse camber which of course added the adventure! There was of course the usual ford, but the dry weather made the crossing easy for the Austins.



At the start, prepped and ready to go!



Chilling at the lunch stop.

After a pleasant morning enjoying all the twists and turns of the route we arrived at the Pub. However, when we saw the fire engine in the car park we thought we may have to evacuate elsewhere. Fortunately, it was the charity fire engine on display. As we assembled inside there was a little buzz of excitement as a line of about 30 tractors of various shapes and sizes was making its way along the lanes and into the car park.
(On their Cotswold run!)



Motoring along the roads in the Cotswolds.

After a tasty lunch, we continued on the route driving along roads with steep inclines and ascents. The views were excellent across the sweeping countryside as the sun appeared and some Austineers drove with top down. Red Kites flew overhead and lambs gambolled in the fields.

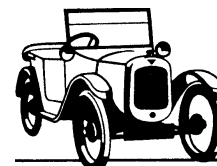
Due the Brem's excellent instructions we arrived at the Ranch at Honeybourne without incident. A feast of sandwiches, cream scones and hot drinks awaited our arrival. Then it was time to reminisce about the day and enjoy the wonderful music from the Bretforton Silver Band before making our way home.



Everyone arrived safely at the Ranch.

A special thank you to Brem and Jenny for all the hard work they put into organising the run and to Andy and Sheila for kindly offering to host us at the end of the rally.
Join us for the Autumn Leaves run in October.





The Leyland Clocks

Eight Leyland Clocks were erected in prominent British roadside locations in the 1930s and soon became local landmarks. Sited in positions where they would have maximum impact, the clocks were the idea of Leyland's General Manager, Mr A. Whalesby-Windsor.

They were not illuminated, but the faces and advertising message were highlighted by reflective glass studs, clearly visible in the headlights of passing vehicles. It was a brilliant advertising idea, but only worked because of the reliability of the clocks and the organisation set up for their weekly winding. They were situated in the following locations:

- A667 Leyland to Preston Road at Lostock Hall
- A583 Preston to Blackpool Road near Leagate Hotel
- A6 Shap, Westmorland
- A1 Healam Bridge near Leeming - later removed to Plawsworth on the A167 North of Durham
- A4 Cherhill near Calne
- A30 near Hook
- A45 Daventry By-pass

The clock on display was located on the A1 at Alconbury, Cambridgeshire.

Donated by the family of the late Noel Marshall, the clock was restored for the National Motor Museum Trust by John Mitchell of Biggleswade. William Potts & Sons Ltd, Leeds, who made the original mechanism, overhauled the works.



The Leyland clock in situ at Alconbury on the A1.



Leyland clock in Beaulieu Motor museum. Clock 1



Clock 2 Leyland clock in the London Bus museum. Photo M.

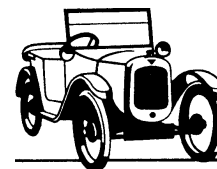


Clock 3 Leyland clock in Kendal

Clock 2 The original location of this clock was close to the Shack Café on the A30 at Hook in Hampshire and was erected on 29th July 1931 where it stood until removal in the early 1960s. Although all seven were to the same basic design, no two were exactly the same, the main differences being the tower finial or capping. Originally green in colour, this one was repainted orange during the 1950s. All of the clocks have now been removed from their original sites, but five are known to exist.

Clock 3 This Leyland Clock stood for many years at the Jungle transport cafe on the A6 close to Shap. In 1973, the clock was moved to the [Kendal Brewery Arts Centre](#) off Highgate in Kendal where it stands today.

It was renovated in 1996 by enthusiasts as part of the celebrations to mark 100 years of British Commercial Vehicle Manufacture.



Drive it day Sunday 27 April 2025 – William Waddlove

What a lovely day for a trip.

We gathered happily under the new Midlands Austin Seven club flag, with the famous Vulcan bomber in the background. After greeting fellow members and admiring each other's cars and especially one making its first public outing went via the Midland Air museum café for a cup of coffee prior to exploring the site.



Also meeting on the same day was the 'Gas Turbine Builders association' annual general meeting.



During their lunch time we were treated to a demonstration of two of their engines.

Just imagine a model turbine engine only 6 inches diameter running at nearly 300,000 rpm. Yes it did start pushing over the bench it was on. I asked about balancing and it was said yes a bit of a dark art! I think will stick to slower rotating engines! What else did we do? Well Dave Trickett spent ages sitting in the cockpit of their Vulcan bomber and now has a taste for flying. Just up the road there had been an auction of historic radio equipment and we met someone who popped in on their way home. Saw the cars and came over. Pam Trickett now wants an historic radio and optimistically hopes she can once again be able to listen to Radio Luxemburg.

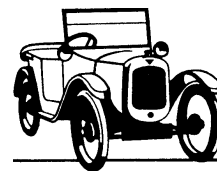
Listen for the whirr!

I saw a model car in the shop and with a little work can convert it into one in my collection of model cars of those I used to own.

Would we come again, well the toasties in the café were very nice and I do want to study the cutaway sleeve valve engine a bit closer. They have a cutaway Hercules radial engine on display. I always marvel at the skill in doing engineering drawings for their components. I had enough problems drawing up catwalks for grain silos!



All this drawn with pencil and paper by the designer!



Hatton Country Park Rally – Ed



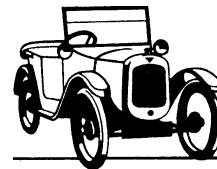
The club's annual rally was again blessed with near perfect May weather. I counted 26 Austins and 6 or 7 other classics. An intrepid group of four cars had made the journey from Dunstable, having attended the Beaulieu spring autojumble the day before. Pam & I discovered that two of the group have Austin 7 vans in their fleets, providing me with more information for the Van Register.

There were plenty of retail, food and drink options available in the shopping village, Roger Eborall even investigated the electric bikes for sale in the cycle shop (available from £2000)!

This year our prize winners were Chris Johns (black radiator), Chris Smith (chrome radiator), Rosie Robbins (painted cowl) and David Offer (other) with his Ashley Special.



We would like to say a special thank you to Andy Lowe for organising the event and Sandy who was there to help with the Admin on the day. Thanks to Rick for putting up the club pennant and signs to encourage the public to come and see the cars. A special thanks to everyone who came from near and far to our rally, it was a very enjoyable day.



My first Austin Seven.

One of our young members Thomas Hewitt (on the left) has bought his first Austin Seven, three weeks ago at Downham Market! The car is a MK1 ARQ Ruby 1935. He decided that one of his first outings would be to our MA7C rally at Hatton! He was accompanied by his friend who has recently passed his driving test. Maybe we can encourage him to buy an Austin Seven in the future.

Thomas has learnt many of his mechanical skills from his dad and they have an old Land Rover and a 1964 Morris Minor. He says, "Driving the Austin is very like driving the Morris. It's nice to drive but a little more sluggish. It's the first car I've had that doesn't need welding. I found a number of coins down the back seat from 1940s onwards."

Thomas is knowledgeable and very enthusiastic about his new car. We wish him many years of happy Austineering.

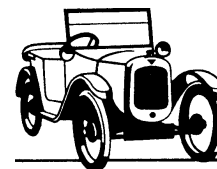


My Van Build Part 4 – Ed

Progress in the last month or so has been limited, as the garden and allotment have both needed some attention, but I find that writing up a progress does help with motivation to keep going.

With the floor pan now welded in place, seam sealed and primed, it is time to get on with the ash frame. I used much of the old frame as templates for the screen rail, cant rails and B posts. However the construction of the roof differs considerably from that of the box saloon. Having recently visited Keith Marriner and looked at his excellent RN based van, I have decided to construct the frame following that of David Mawby's RL van which has the low roof. I believe that this is correct for the short wheelbase vans produced at Longbridge.





I purchased some essential supplies via the internet, namely slot head countersunk stainless steel screws (from Spalding Fasteners) and a decent wood glue for the assembly (admittedly some way away yet). I have previously shown the former used for the wheel arches, which have now been trimmed and are ready for primer. At this point I have not decided on the final finish to be used for the exposed ash, suggestions are welcome.

The next steps will be to complete the top frame and the frame around the rear doors

At this point I do not anticipate needing to bend or laminate any of the sections for the frame. Most sections are straight though the long side rails and the top rear rail will need to be cut to a gentle curve.

It seems that I have been a bit wasteful with the use of ash, and will need to source some more quite soon.



An Appeal to Members

Newsletter contributions needed

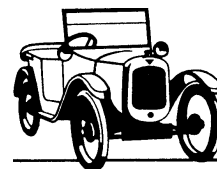
I hope that the newsletter is valued by our members. It does take a considerable effort to produce newsletters with interesting and varied content. Although the club has several regular contributors, we always welcome new contributions.

Please send your letters, articles, photos, comments, sales and wants to dtrickett331@btinternet.com or by post to David Trickett, 2 Dunchurch Close
Balsall Common, CV7 7PN.

Copy for inclusion in the following month's newsletter is required by the 12th of each month.



More than 50 years of motoring with the MA7C!



From the Archive

VETERAN AND VINTAGE MAGAZINE

GOLDEN JUBILEE OF THE AUSTIN SEVEN



**LONGBRIDGE,
BIRMINGHAM
AUGUST
26/27/28, 1972**

Photos: British Leyland

THE GOLDEN JUBILEE OF THE AUSTIN SEVEN celebrations at Longbridge over the August Holiday week-end went off exceedingly well. The entry of 415 Sevens, backed up by half-a-dozen Big Sevens and a number of Austin Specials, was in itself remarkable.

This was surely the biggest one-make, nay one-model, gathering ever seen in this country and we fell to wondering what sort of output the large assembly, stretching down both sides of a long dual carriageway within the old Austin works, represented. It was finally estimated at nearly one week's production, at the peak of the Seven's popularity! And as one must suppose that for every car present there were probably at least another two *not* present at this remarkable rally, Britain must possess at the very least some 1,500 survivors of its best-loved small car.

There are those who say the Austin Seven was not a very good car. They recall the chassis which was at first too short to support the bodywork, the feeble brakes, the apt-to-break quarter-elliptic back springs and the possibility of big-end failure should the oiling-jets become blocked, and probably remember oil dripping from the back main bearing and the oil pressure button on the dash. These sentiments were versed to us during celebration week but probably arose because of jealousy. For the August Rally, so ably planned and carried through by the Austin Seven Clubs' Association, showed that there is no more enthusiastic user and re-builder than the chap (and girl) with an Austin Seven. The organisation was pretty impressive too. Birmingham Corporation willingly lent the camping ground opposite the factory, British Leyland arranged for 1,000 lunches to be served in their canteen on the Sunday, there was a dinner (attended by Alf Depper who used to run the Austin racing team and by Stanley Edge, the draughtsman who assisted with the design of the original Seven in 1921/22), and a barbecue to split the Sunday from the Monday. On this last day the grand parade took place through Birmingham, through the factory and up the old test hill, and out past Lickey Grange, where Lord Austin lived and past the churchyard where he is buried, a great cavalcade with A.A. and Police support.

Tony Griffiths had prepared a fine souvenir programme with splendid full-page pictures and in the BL display hall Chris Wells and Gordon Phillips had laid out a truly nostalgic display of Sevenalia, so professionally presented and so comprehensive that it seemed a shame it was only there for one day and not open to the public. Had Lord Stokes come to see what the Austin Seven Clubs had made of their invitation to his factory, he could not have failed to be impressed . . .

How can one begin to describe an assembly of 450 cars—the extra entries on the day brought the total to around this figure? Every standard model of Austin Seven from 1923 to 1939 must have been represented, apart from the "Brooklands" Super Sports, but the special bodied cars have not survived so well, although they numbered Gordon England Cup models, Mulliner saloon and coupé, a Boyd Carpenter, a Tickford saloon and a Military-model, and we thought we saw a rough Stadium two-seater although the



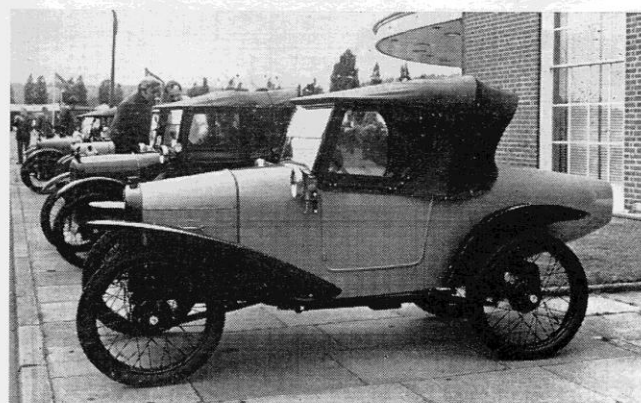
Oldest Inhabitants. Two 1923 Towers at Longbridge, owned by the Birmingham Transport Museum and T. A. Doughty respectively.



fabric barrel-tailed two-seater was presumably a modified Cup model. Some of the cars wore disc wheels, notably Mrs. Marsh's 1930 model and W. D. Evans' 1929 coupé. Some people displayed "as found" pictures to show the restoration progress they had made and G. T. Houghton went to the extreme of hanging post-cards of a 1967 trip over the Pyrénées in his much-brassed top-hat saloon.

There was no *Concours d'Elegance* or anything of this sort, perhaps because the judges were have wilted long before completing their task. So we can report impartially. There were some extremely tatty cars present, but better present than absent on a unique rally of this kind, which presumably won't happen again until 2022. Not all the Rubies were jewels by any means and D. Gibbins' Swallow saloon looked as if it had been dragged out of a sewer—it carried a notice saying it was as-found, and is to be re-feathered—and you can say that again! But there were several very nice Swallow saloons and two-seaters to show Mr. Gibbins just how much work is ahead of him. On this theme, D. R. Tibbs' Ruby cabriolet looked as if it had never left Longbridge from the time it was new but M. J. Costigan showed an uncompleted saloon restoration, even to exposed woodwork and roof laths, but his well-known Mulliner coupé was not far away, to indicate the kind of restoration he intends to do.

There were even chassis awaiting bodies, one on blocks minus its block, H. L. R. Watson's, which should have apparently been a tourer, having a magneto engine, half-pint improvised petrol



Sporting Beginnings. M. Eyre's example of the first sports model Seven offered to the public in 1924.

container, and a display of one of its old pistons and seven presumably-discarded sparking plugs where the passenger will eventually sit, and there was another nicely-finished stripped chassis hoping it wouldn't rain. Behind this one someone was studying its construction and bemoaning the fact that his Seven refuses to run in a straight line.

Perhaps this enormous cavalcade lacked a Speedy 75 but there were many Nippy 65s, matched by some covetable Ulsters, although J. J. Hustwayte's Ulster looked distinctly unbalanced, with 3.50 x 19 back tyres and 133-15 covers on its front castors. Austin 7 bonnet fasteners had in some instances been reinforced or replaced by straps and some cars had names, like Miss Lansdell's 1930 saloon "Christine" and M. Hodgson's 1931 saloon "Katie". Mostly there was a display of good taste over not "brassing" lamps and radiators, although Mrs. Lewis' 1932 saloon had lining on the body, a brass radiator and had cracked its driver's window. Two very nicely-original-looking Chummies caught the eye early on and belonged, respectively, to J. L. Simmons-Hodge and B. R. Beebee, both 1927 models.

The very early Chummies drew the onlookers—one parked on the grass before the Administration building. The Birmingham Transport Museum's 1923 example, claimed to be the oldest outside the Science Museum, having been first registered in June 1923, but afterwards given later conveniences, but D. A. Doughty's 1923 tourer, although having been registered in August and having a chassis number later by 857, was sans fan, starter and shock-absorbers and had the metal universal joint. Another very early one, as if to prove that they will motor, displayed a certificate showing that it has done Land's End-John O'Groats in



Pearls without price . . . but in Austin parlance they are Rubies, being saloons. The sloping screens indicate 1937-39 models with three-bearing engines. Photo: Richard Fitch

47 hours 28 minutes. The one we liked best of them all was Mike Eyre's painstakingly-restored 1924 Sports Model, the two-seater Chummy with the racy tail and flaired mudguards, if you like . . .

There were some interesting vans, one purveying pet-food, which looks as if a few may still earn their keep. From time to time unmistakable but indescribable Austin 7 noises announced more arrivals, that kind of eager, snatchy sound the little 747 c.c. engine likes to make. What else? Walking like a general inspecting his troops, we noticed a 1934 saloon with early hubs but what looked like Big Seven wheels hiding Bowdenex brakes, and A. I. S. Mitchell's nice hard-worn Chummy. We approved of M. G. Miller's 1928 saloon, although a *Concours d'Elegance* judge might have jibbed at the brass-cased side mirror. We noted unpainted wheel spokes on J. Firth's 1931 yellow saloon, counted six bulbous Swallow two-seaters, then came upon a couple of Swallow saloons. We admired Nice's and other people's Ulsters, noted a Union flag on the radiator cap of W. H. Smith's 1929 saloon, which was pretending it had just won a "first" in a beauty show, wondered why Mrs. Moses' Ruby carries a deed-box on its grid and whether the many rally plaques interfere with the cooling of P. B. Snell's 1935 cabriolet, and admired M. V. Paine's 1935 Nippy.

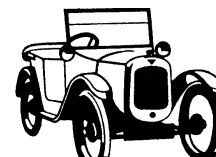
One Ruby with unpainted bonnet had a "Bring Back Brooklands" sticker, Miss Melhuish's 1938 two-seater had yellow bodywork and plug leads to match, P. J. Afford's Ruby was extremely well turned out, even to lining on the body and show-treatment of its Dunlop tyres, and F. D. Curwen's smart 1934 saloon had a well-stocked badge-bar. F. Eley's 1924 tourer sported a motometer thermometer flanked by the Austin wings.

It was the Seven's day, this dull but dry Sunday, so we declined a ride in a big Edwardian Austin, which, with the 1911 Austin Town Carriage and a vintage Austin Twelve/Four Windsor saloon,

(continued on page 81)



File Copies? Mrs. S. Young's 1933 de luxe (left) and F. Tripp's 1933 saloon (right).



THE BATH. The Peugeot "Quadrilette" of the Michel brothers appears to be trying to get within the old 350 kg. cyclecar limit, to judge by its stark aspect and tiny acetylene lamps.

driven 500 c.c. Jawa, and the same company's 98 c.c. "Robot", pioneer of the ultra-lightweight movement in the 1930s. Five hundred miles in the saddle of a virtually unsprung two-wheeler is certainly a tremendous experience!

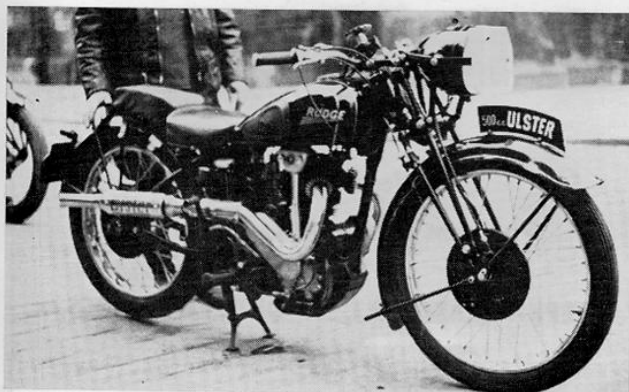
Outright winner was Otto Nyc from Prague on the FIAT "Balilla", second place going to the veteran Czech rallyiste and racing driver, Ing. Jaroslav Hausman, on the M.G. Third was the German F. W. Stragies on a 1934 Type 315 B.M.W.

Two years ago, incidentally, Ing. Hausman's M.G. covered the 500 miles in the scarcely credible time of 8 hr. 26 min., representing an average speed of 59.29 m.p.h. So fast was his showing that the marshals at Bratislava had not yet taken up their positions; they could not believe that anyone could have done the trip in such a time. Ing. Hausman was determined to prove that he did reach Bratislava, and in 1971 he repeated his performance with a variation of only 20 sec., but this time there was a reception committee awaiting him!

Uncivilised weather and even less civilised starting time (3 a.m.) notwithstanding, a crowd of several thousand saw the cars away from Prague, with the film and television cameras churning.

Once again my friend Ing. Karger and myself entered our old faithful, the six-cylinder Praga "Alfa" (see our August issue.—ED.). We managed the prescribed average speed of 50 k.p.h. without difficulty, and had a leisured trip, enjoying the scenery and picnicking in the forest. As usual, the old car gave no trouble and used no oil, while we came third in our class, beaten only by a brace of Aeros of smaller capacity, which helped them on formula. Maybe this is a trifle unfair; many competitors criticised this "capacity" rule, and it may be changed for 1973.

Only five cars and three motor cycles, incidentally, failed to finish.



RUDGE ENTHUSIASTS ARE THE SAME THE WORLD OVER . . . or how did he get away with that front number-plate?

AUSTIN SEVEN RALLY—continued



Variations on a Theme. Two 1929 fabric saloons with factory bodywork, but note the subtle differences! Owned respectively by C. Wells and P. Warnsly.

were supporting the babies. Incidentally, the programme listed the chassis number of almost every Seven present—how's that for organisation?—and warm thanks are due to Ivor Greening for easing the rally along, and, even more incidentally, for getting our Ford Granada past the irate gate-marshal who, quite justifiably on this vintage occasion, didn't like the look of us one little bit. And although we didn't see Lord Stokes inspecting the cars which made this factory's fortune, Ken Revis, late of the B.M.C. Press Office, was there.

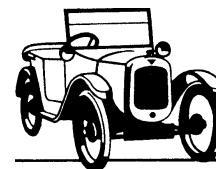
The Exhibition of Austin Seven Nostalgia deserves special mention. It was immaculately contrived, very interesting, and of great value to those restoring yet more of the immortal Sevens. There were components of many kinds, set out in chronological order, such as cylinder heads (Superaloy, Dante, Cambridge of various types, Alta, Ricardo, and standard, Ulster and Nippy heads from 1924 to 1939), steering wheels, rear lamps, carburettors, distributors and radiators. There were all manner of petrol tanks from different periods and types of Seven, and complete power

(continued on page 82)



Jubilee Co-Ordinator. Ian Dunford, with his 1929 Chummy.

Photos: Richard Fitch



AUSTIN SEVEN RALLY—*continued*

units such as a supercharged Ulster, an engine with o.h.v. conversion, a 1928/30 marine engine and gearbox, and a 1936 Austin "Thetis" marine engine. Every variation in the familiar three-stud Austin 7 road wheel, from 1923 to 1935, and Military and Ruby pattern, seemed to be included and as a background there were pictures innumerable, illuminated in colour and in black and white, and non-Austin period pieces such as a petrol pump from the 1s. 2d.-a-gallon days, oil drums and advertising plaques, notably the Austin Sales and Service one for "Britain's Dependable Car". In the display hall some of BL's exhibits were mingled with those specially brought for the occasion. Lord Austin's sketch-book pages, the prototype Chummy No. KL3 with central gate gear change and a dash devoid of almost everything apart from a lighting-switch panel before the passenger, and the racing side-valve and twin-cam Austins are well known, an Austin kiddiecar keeping the last-named company.

John Coleman's Trans-American 1926 Chummy was there, filled with his book about the adventure, reminder that Lord Montagu sponsored this journey, and they had Clive Ball's Round-The-World 1929 saloon, its starred driving window excusable under the circumstances! There were stripped chassis, one a 1923/24, the other a 1938, prepared by Mike Hodgson and Colin Luff, a skeleton saloon demonstrating body construction, and one of the last Ruby Austins to be made. Not content with all this, the indefatigable organisers put on a film show of Austin racing and other films.

What a memorable Jubilee the Austin Clubs' Association put on! The members co-operated splendidly and the crowded weekend gave pleasure to many outside the intimate circle. The other side of the coin was seen on the way home, when we encountered a Ruby with "For Sale" notices propped against it, on the road between Bromyard and Leominster!

W. BODDY.

Events

PROGRAMME

St Peter's Church Bell Ringing before the Street Market

2.00 – 5.00 pm Little Comberton Musicians playing in the Walled Paddock

2.00 – 5.00 pm 'Quilts Unfolded' in St Peter's Church

2.30 – 5.00 pm Teddy Bear Zipwire at St Peter's Church, £2 a flight

3.00 pm Pebworth Morris Men by Tythe Court

3.20 pm Pebworth Morris Men by the Manor House

2.00 – 3.00 pm Little Dave playing in the Courtyard

3.20 – 4.30 pm

2.00 – 5.00 pm Steve Cox playing in the Village Hall

RAFFLE PRIZES

Grand Draw to take place at 4.00 PM

£200 cash prize • Meal for 2 at Miller & Carter, Stratford • £100 Meal Voucher for the Queens, Elmley Castle • Family Ticket for Cotswold Wildlife Park • Limited edition Bottle of Time Spirit Gin • 2 Wine festival tickets • Hamper • Box of Wines Printed Cushion • Six plants • Bottle of champagne • Bottle of port • Toiletries Garden centre voucher • Bottle of Baileys • 2 x cinema tickets • Pot plant • £10 voucher for Land & Limey • £10 voucher for Love Labels • Fruit Basket • Gateau

THANK YOU TO ALL WHO DONATED PRIZES:

Richard & Ruth Balmforth • Sue Cox • Deer Park Hall • Andy & Sue Dermont Noel Dollimore • Fladbury Flowers • Fruit Salad • Carice Green • Nigel & Pauline Jamieson • Land & Limey • Katryn Leclézio • Love Labels • Carole Marshall • Miller & Carter Stratford • Number 8 • Richard Pears • Pershore College • Deborah & Cliff Preston • Sally Pritchard • Rabbette Chartered Surveyors • Stephen & Jane Reynolds • Stephanie Thoday • Upper Crust •

And a massive thank you to all the villagers and helpers who support the Street Market in so many other ways!

2pm to 5pm

2025

Entry £2
(under 12 free)

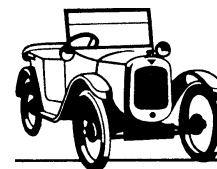
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LITTLE COMBERTON STREET MARKET

SATURDAY 24th MAY 2-5 pm

*Traditional Stalls
Classic Cars
Children's Games
Bar and Refreshments
Live Music*

Fundraising for the Church and Village Hall



Bring and Buy Auction

Tuesday 24th June



Bring along items to auction

Austin 7 spares and memorabilia

plants and gardening items

Books and magazines

Homemade preserves and any other items your

Austineer friends would like to buy!

Will all vendors please label any items with their
reserve prices?

Any items not labelled will be sold and proceeds
will go into club funds.

Vendors are requested to collect any unsold
items at the end of the auction please.

**PS If you don't have any of these bring your
wallet!**

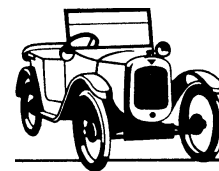


Vintage Tractor Club Meet at Beoley Village Hall – Sunday 6th July (10:00-15:00)

We have been invited to attend their event. Come along in your Austin or other interesting vehicle. The bar will be open from 11:00am and we believe a catering van will be on site.



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Insurance



Specialist insurance for club members

The FBHVC has teamed up with Peter James Insurance to bring you FBHVC Insurance! A specialist scheme for Federation clubs providing policy benefits that are usually reserved for members of larger clubs.

Policy benefits include:

Legal Expenses
Cover **included as standard**



Exclusive rates for club members



FREE Salvage retention
Receive your agreed value, and keep the salvage at no cost



£3000 Tools and Spare Parts Cover



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As a member of the FBHVC, the club has registered for the above scheme. As my insurance premiums with another popular A7 insurer have been consistently increasing, I have saved a few pounds using the above scheme. Have your MA7C membership number to hand when you phone for a quote – Ed.

For Sale

Austin 7 Ruby, stored for the last 25 years, it has been fully refurbished and is complete. The car is garaged in Quinton Birmingham. Offers in the region of £4000. Contact Peter Busby on 07740 423983 or email psbusby2@gmail.com.

Wanted

Serviceable C35M dynamo and CFR2 controller to return my Austin Ruby to original setup.
Gary White Tele: 07970 759534

D.V.L.A representative for the club

The club is looking for someone to take on the role of D.V.L.A representative for the club, as Ron who has done a sterling job over the last 10 years is retiring from the role in Sept. We need someone to step up quite quickly for this important role so Ron can spend time tutoring them and get them up to speed. So if you're interested please get in touch with Ron or a committee member a.s.a.p.

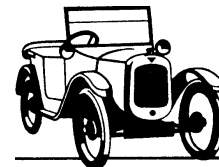
Organiser for the Practical classics Show NEC

Also wanted someone to take on the role of organising the Practical Classics Show at the NEC next March. Ian Devey and I have done it for what seems a life time, and we have decided it's time to let someone else have a go. You need to be computer literate as all the booking etc is now done on line! So if you fancy this job please give me or Ian a ring so we can tell you what's involved. Our request for entry has to be in by the end of Sept so please get in touch a.s.a.p. Thanks Rick Bishop - MA7C Chairman





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National News

Nick Salmon - interim Insurance Liaison Officer - writes:

Recent communication between the A7CA and RH Insurance has confirmed that the RH telephone team are aware of the names of the clubs that belong to the A7CA. So if you call RH for a quotation for insurance of an Austin Seven and you are asked for the name of your Austin Seven club, the advisors will know whether the preferential terms accorded to those in A7CA member clubs are applicable.

Also, you may already be aware that A7s insured with RH are normally covered when carrying out non-competitive parade laps at shows and events etc.

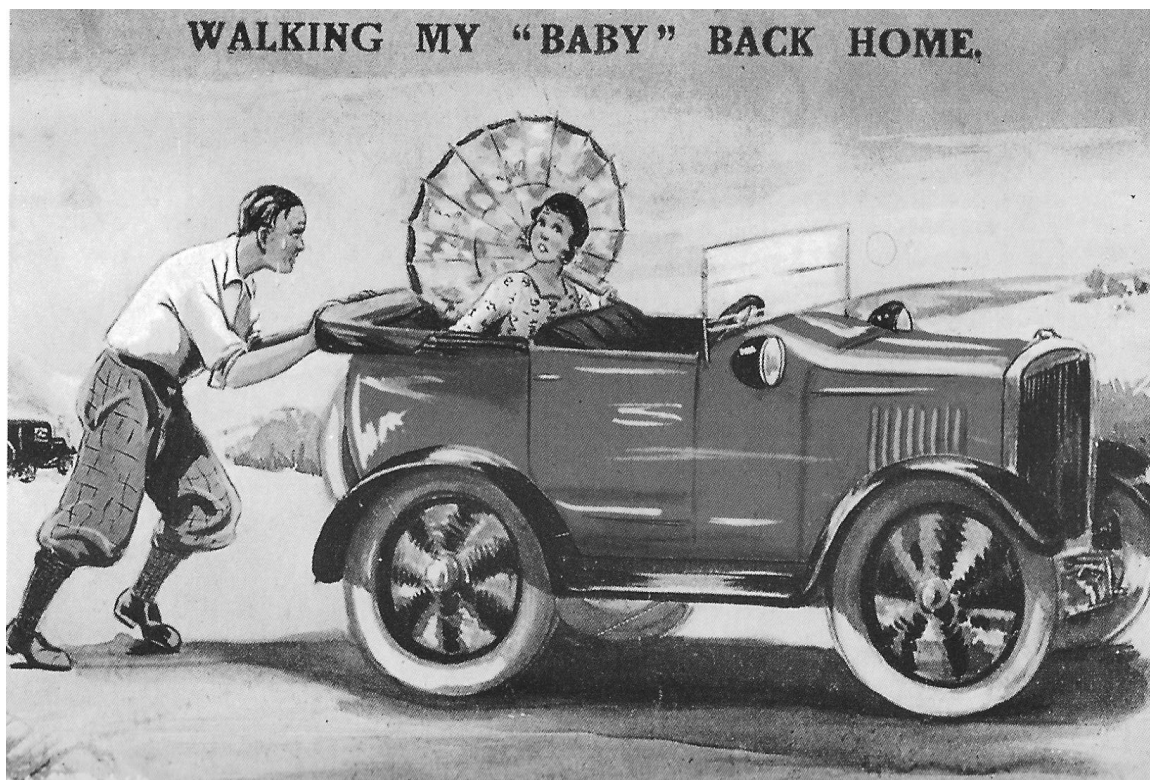
RH will also consider obtaining cover for those who want to take part in competitive events or track days.

RH have told the A7CA that: *"Due to the wide range of acceptability parameters (ie age of driver, type and location of event, value of vehicle, insurer appetite etc), we are unable to provide definitive guidelines. Applicable charges will also vary depending on the event and insurance company we place the cover with. The preferred approach is therefore for members to call us so that we can assess each case and refer to the insurers."*

Ruairidh Dunford

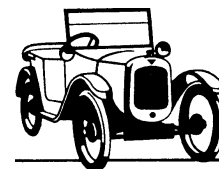
A7CA Secretary

Caption Corner





More than 50 years of motoring with the MA7C!



Garages and Austin Seven Services

The following are suggestions from MA7C members. If you know of others in the Midlands area please let the Editor know.

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

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

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

Tel: 0121 744 4348 or mobile 07973 471560.

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

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

MOT, general garage repairs.

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

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

Engine rebuilding including white metalling.

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

MOT, general garage repairs.

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

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

Relining brakes and clutches.

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

Acorn Vehicle Storage is a family-run business located on the Oxfordshire/Buckinghamshire border operating a secure and discreet storage facility and specialising in classic and sports car care and maintenance. Their store includes a fully equipped 5-bay workshop staffed by three experienced and qualified technicians. To learn a little more about them, follow this link to their website:

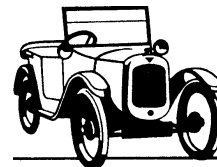
www.acornclassicautomotive.com

They have offered MA7C a 10% discount off their first 6 month storage period.





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Note that the views expressed in this newsletter are those of the writers and not necessarily those of the Editor or the MA7C. Whilst every effort is made to ensure the accuracy of technical advice and information, the Club and its officers accept no liability for loss, damage or injury from persons acting upon the advice or information given in this publication.

