



March 2024



Failure to proceed? Chris, Barrie, Leonard, Peter all involved.

Pic: C. Smith

Seven Focus

The magazine of the Cornwall Austin Seven Club

From the Front Seat

Chris Gill

We seem to be going from strength to strength with our runs out on both Wednesdays and for full club runs. Long may it last! The Soup Run was a great success and many thanks are due to Len and Karen. Convoy rules were the order of the day and although they went quite well for most of the participants, they didn't quite work for all. Please make sure that you keep the car behind you in sight!

I am looking forward to more great runs and, hopefully, we will have some lovely fine weather to really appreciate our beautiful county.

If anyone has an idea for a run and a picnic spot, please let us know. New blood, or should that be new runs, will be most welcome.

I have just done my spring checks on my Box: brakes, greasing all points, and trying to find solve some persistent rattles and squeaks. I suppose I could always turn off the hearing aids off as a last resort.

Chris.

Membership News

Andrew Jarmin

Welcome to new member:-

343. Paul Sanders from Callington. He has a Rosengart which is currently residing in France but will be joining him, at home, in a few weeks time.



ca7cevents@yahoo.com

For stop press information, check out the
“Friends of the Cornwall Austin Seven Club” .

Please check your monthly Focus, social media and our website to confirm the latest details nearer the date of an event, in case of any unforeseen changes.

March

Sunday 10th

Paul Sleemans Magical Mystery Tour.

Meet at Trewithen gardens
Probus/Grampound Road TR2 4DD.
Heading to the west Roseland area.
Meet around 10.15, leaving the café at 11.00
sharp. Please be aware that the café may only
accept payment by card not cash.
Please bring a picnic lunch.
ca7cevents@yahoo.com

April

Sunday 21st

Drive it Day

Display at Events square Falmouth.

Meet at Boscawen Park Malpas Road Truro
TR1 1SG.

Time – 10.00 to leave at 10.30 sharp.

I think just Sevens would be preferred for this
years event.

We will drive through Truro City, Penryn town,
and Falmouth Town, arriving at Events Square
at approximately midday. Please be prepared to
stay till approximately 3.00 pm to minimise
traffic movements. We need to arrive and leave
all together. Please bring a **drip** tray.

There are many food outlets at that end of Falmouth, or bring your own lunch if you wish. This event helps to support the FBHVC to maintain our right to drive our historic cars on the public road, and also to commemorate the 1000 mile trial of 1900.
ca7cevents@yahoo.com

May

Sunday 12th

Beanland east of the Roseland Run

Meet at Waitrose Truro

TR1 1RH

10.00 for a 10.30 departure prompt.

A run around the scenic eastern fringe of the Roseland, finishing with lunch at Heligan gardens.

Food is available, but bring your own picnic if you wish.

ca7cevents@yahoo.com

June

Sunday 9th

Waller's guided tour

A run around the Penzance area.

Detail TBC

ca7csecretary@outlook.com

Sunday 30th

National Austin 7 Rally at Beaulieu

July

Sunday 14th

Club Rally

Higher Polighey Farm

Details TBC

August

16th, 17th, 18th

WESES Rally

September

Sunday 8th

Moseley Museum Steam up

Malcolm Watts and Nick Rouse

Details TBC

ca7csecretary@outlook.com

October

Sunday 13th

Club run

November

Sunday 10th

Club run

December

Sunday 8th

Christmas Lunch

Hawkins Arms, Probus

ca7csecretary@outlook.com

Wednesday Wanders Please check Facebook, the club website's Events Diary or contact Chris Gill/Adam Mason for more details (contact details on back cover) on the Tuesday. Each Wednesday we meet up for a short run and a picnic/café stop.

I look forward to seeing you all out and about this year. I have had a few offers from people to organise runs, but still need a few more enthusiastic volunteers to fill the calendar.

All the best, Adam Mason – Events secretary

Invitation Events

Black & White

On the 1st and 3rd Friday of each month, there is an informal coffee morning (bacon butties also available) to anyone with a black and white number plate at the Inn for All Seasons, Redruth. It is approximately between 10.30 and 12 and originally was a classic bike meet but it has developed into an informal classics meet as well.

Rosudgeon Meet

The Cornwall Vintage Vehicle Society wanted to establish a similar event to Black & White down west and so organise a similar coffee morning on the 2nd and 4th Friday of each month at the Coach and Horses, Rosudgeon. Bacon butties available!

Joint club's rally

The FBHVC have a small paragraph to announce: Following the success of two joint MG/Triumph shows all historic vehicle clubs are invited to a new collaborative venture to be held in Malvern on 28th – 30th June 2024.

Truro Classic Car Show

Sunday 28th July 2024

This year Truro BID are holding its second Classic Car Show on Sunday 28th July. For 2024 the Truro Classic Car Show will be a much larger event compared to last year. Along with Lemon Quay, cars will be showcased on Lemon Street and on Boscawen Street making Truro City Centre a big attraction for vehicle enthusiasts on a Summer's Sunday and enabling a wider selection of exhibitors to take part. Vehicles will be grouped accordingly: -

- Vintage cars and Veteran cars – Pre 1945
- Classic Cars – between 1945-1979
- Modern Classics – from the 1980s, 1990s and 2000s
- Classic Motor Cycles and other Classic Vehicles (e.g. classic trucks)
- New and electric vehicles approaches are welcome from local dealers (Dealer display only).

Event timing: 10:30am – 15:30pm. Arrival time between 9am and 10am (latest) noting that there will be no vehicle movement between 10am and 3.30pm.

Entry is free for participants and for spectators. However, there is a polite expectation that a £10 donation will be made on arrival – as they are supporting the charity Macmillan Cancer Support.

If you want to join the one-day celebration, please complete the online form <https://form.jotform.com/240233765797365>. They will be in touch closer to the event date with further information.

Sian Knights

Communications Officer, Truro BID, 07523911008, 01872 273 999

NB: Their form includes wanting attendees public liability insurance and it has been pointed out that this is their responsibility!

National ‘Drive it Day’/‘Ride it Day’ is the annual opportunity to raise awareness and support amongst the public for the historic vehicle movement and keeping heritage on UK roads.

It sees clubs schedule regional and local events throughout the country on Sunday 21 April 2024. Importantly, it also raises funds for the NSPCC’s Childline. We use yesterday’s vehicles to support today’s children.

Fundraising is an integrated part of ‘Drive it Day’, in which our movement comes together to contribute to a section of society that needs huge help and support – vulnerable children.

This money is raised by the purchase by drivers and riders of a fundraising ‘Drive it Day’ rally plaque. It’s an easy way for drivers and riders to show their support, and donate vital funds. Last year, we raised a record £51,000 and we’d like to beat that in 2024!

A variety of rally plaques, for bikes and cars, (or just make a donation) are available now at www.driveitday.co.uk

FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS

DRIVE & RIDE IT DAY

SUNDAY 21st APRIL 2024

ORDER YOURS NOW
All profits donated to Childline®

Available in standard size and now a smaller size suitable for motorcycles. Display straight away to show your support, no need to wait until April 21st!

in support of
childline
A NSPCC charity

Visit www.driveitday.co.uk to order yours today

Scan Me

FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS

In the summer of 2023 I visited a vehicle and steam rally in West Cornwall to see what older cars were on display and catch up with an acquaintance who volunteers at the event. As I walked around the exhibits I saw a car that looked like an Austin Seven but I didn't recognise the model, particularly as it was rather lower to the ground than the Opal I used to own.

There was a chap sitting next to the car, so I asked him what the car was, to which he replied that it was a 1936 Austin Seven Nippy. We continued the conversation during which we discussed the pitfalls of selling classic cars online, he then revealed that the car would be up for sale in the near future as his father who owned the Nippy was in poor health and he himself didn't have the knowledge to maintain the car.

A little later I went back to look at the car again and again spoke to the owner's son. On a considered whim I asked him if he could let me know when the family were ready to sell the car as I may be interested in purchasing it, which had the advantage for his family of not having to advertise the car.

Fast forward to November 2023 and I was pleasantly surprised when the chap contacted me to advise the car was for sale, as I was not convinced that he would. He advised it was not on the open market and I had first refusal!

I went to view the car, in the interim I researched Nippies and went along knowing what a pressure fed Nippy engine should look like compared to a standard three bearing engine, the engine was correct for the car as were other Nippy specific features and we agreed a price. I had the car transported to me a week later as I didn't fancy an hour's drive home in a car that had done very few miles in the recent past.

I have changed the water branch on the side of the engine as it was corroded and leaking. The previous owner had not used anti freeze/corrosion inhibitor so a good flushing of the radiator and block were required to remove rust and scale.

I have a fair quantity of history including all the previous keepers back to 1950 including Tony Leslie of Holmesdale Sevens back in the 2000s and he has happy memories of the car. Around 1970 the colour was changed from the original turquoise to red. The bodywork is now somewhat patinated.

I am now considering whether to restore the bodywork in due course and at the same time return the car to its original colour as most of the Nippies left seem to be red, so turquoise would be a change. "

Image attached taken when I first saw the car at the rally.



Something For the Ladies

Dave Rix gives credit where it's due!

(This article originally appeared in Norfolk NA7ter January 2024, the magazine of the Norfolk Austin 7 club and is reproduced with their permission. The opinions expressed are theirs.)

Having written an article on the exploits of Beatrice Shilling and her orifice (Jan 2020), I wondered what other surprises might turn up. Bertha Benz, the wife of Karl Benz, set a precedent for women motorists in 1888 when she set out on a sixty-six-mile journey from Mannheim to Pforzheim in Germany without spare fuel or map and without hubbie's permission. The car was a three-wheeler "Patent-Motorwagen" the worlds first, and was prone to toppling over, but Bertha was a stoic gal and used water from ditches when overheating, cleared blocked fuel lines with a hatpin and bought fuel ("Legroom"—a petrol-based solvent) from a pharmacy in Weislock. Bertha —



—whether big or not I do not know —arrived at her destination twelve hours after departure and telegraphed Karl to tell of her exploits. Her contribution to car development was to ask a cobbler to cover the brake shoes with leather — the worlds first brake lining! She died in 1944 at the age of ninety-five.



Minnie Palmer — first woman in England to own and drive a car

In England the first woman to own and drive a car was Minnie Palmer an American-born actress who, in 1897, bought a French Rougemont and went driving much to the consternation of the men of the day, who assumed ladies would never be able to drive. Soon after, women also started driving schools and even workshops and became a resource of skilled workers in World War One.

This links to one Dorothee Pullinger, a woman in a man's domain Having overseen about seven thousand munitions workers producing bombs and shells during that war. She had been refused entry to the Institute of Automobile engineers on the grounds that "the word Person means a man and not a woman". This decision was later reversed. She was however granted a three-year apprenticeship instead of the usual five, as it was believed women were faster Learners than men. Dorothee also designed and built a car specifically for women, the Galloway, which had lighter controls and other features more suitable for the ladies of the day. Only four thousand were made in the early '20s and it won the Scottish Six Days Trial, driven by her in 1924. This car was one of the first to introduce rear view mirrors and there is one on display in the Glasgow Riverside Museum.

The invention of the windscreen wiper has been credited to Mary Anderson, a New York lady who was in a streetcar one day and the driver was having trouble seeing the way in the snow. Her solution was a rubber blade attached to a spring-loaded arm that would move back and forth across the screen. Secured on the outside it was Operated from the inside by a counter-weight which swung from the downward position – kinda cute hey, no electrics or vacuum! She soon followed this with the hand-operated wipers which were seen on the Jeeps in the '40s.



Mary Anderson

In November 1893 Margaret Wilcox patented the first in-car heating system. It took many years for it to catch on, but finally in 1929 the Ford Model A was the first car to offer it at the point of manufacture. It was the first to be patented in her own name rather than her husband's, as it was only around this time that women were allowed to use their own name.



Vera Hedges Butler – the first British woman to pass a driving test

In 1900 Vera Hedges Butler was the first British woman to pass a driving test – but she had to go to Paris to take it! She was assessed on her ability to pull away, steer and stop and know what to do if the car broke down. Incidentally, on 1 June 1935, the first learner driver to

pass the newly introduced driving test was a Mr Beere of Kensington. He paid 7s 6d (37.5p) to take it, and he would have met his examiner in a post office, town hall or railway car park as there were no test centres at that time.

The wonderfully named Florence Lawrence was a Hollywood starlet who invented the “auto signalling arm” which consisted of an arm placed on each side of the rear fender (bumper) and was activated to raise or lower at the touch of a button indicating whether you were turning left or right. Another feature was a board at the rear of the car indicating stop which was raised or lowered when using the footbrake. Her mother patented a system of electrical windscreen wiper in 1917, but neither made any money from the inventions which were soon superseded by improved versions.



Florence Lawrence

Finally – for now – the first London Transport female mechanic. She is Helen Clifford (overleaf) who at the age of eighteen years qualified as a mechanic at West Ham garage. This was not easy as the prevalent attitude then was that women would not be suitable for the job; she also took and passed the driving test on buses thus proving them wrong on both counts. Helen would have worked on the famous Routemaster buses among others.

There are many other doughty ladies of influence and design, while in the arena of women racing drivers from the early days the numbers are legion. So perhaps the gals are not so bad drivers after all – except for reversing? (he says, tongue in cheek and wearing a hard hat!).



Malcolm Watts at work fitting new

white metal bearings!
Pictures: Leonard Adams



During braking there has been an intermittent loud juddering coming from the rear offside wheel so I decided to investigate. I jacked up the car, put an axle stand under and removed the wheel, placing wheel nuts in a container large enough for all parts. I removed the brake drum by taking out the three screws, drum looked okay, as did the brake shoes, however there seemed to be movement on both the top brake cam and bottom pivot.



I removed the split-pin and nut from end of half shaft, using a bespoke plate to lock the rotation and fitting a hub puller.



The outer hub was removed along with key, grease cleaned off, revealing tab washer.



I straightened tab and removed the outer large nut that secured the inner hub.



The inner hub was pulled off.



Brake shoes were removed complete with springs. It was confirmed that there was excessive movement in both top brake cam and bottom pivot.



I disconnected the brake lever from the brake cam by removing the cotter pin which then allowed removal of the brake cam.



Investigation showed no signs of wear on the cam, only on the bush. The bush was removed by lightly hammering with an appropriately sized punch and replaced with a new bush, already soaked in oil. The original brake cam was refitted and checked for fit, all good, re-attach brake lever with cotter pin, washer and nut. Lower pivot was loose, also with excessive movement. This was riveted in at the back of the plate, the back of the rivet filed off and punched out. Excessive wear on the hole in the plate so drilled and tapped the backplate and fitted a threaded pivot. Both now nice and tight.



I carried on the assembly by refitting brake shoes, inner hub, with new gasket after cleaning off the old one, Grease bearing, fit tab washer and nut, bending over one side of washer to lock nut. Refit hub taking care that the key is in position, using plate again to stop revolution, well tighten nut and fit split-pin. Refit drum using the three screws to tighten then fit the wheel. Take car off jack and check tension of wheel nuts. Test on the road and the good news is that there is no vibration or judder under braking. Great to tick off another job and as always special thanks to Andrew Jarmin for overseeing and for supplying the coffee.

Wednesday Wander to Via Ferrata:

Pictures Chris Smith



Wednesday Wander to Olde Penny's

Pictures: Leonard Adams



The birthday boy
Andrew Jarmin!



Wednesday Wander to Mawnan Smith

Pictures: Tamsin Coxen/Leonard Adams

This was an excellent run around the nooks and crannies of the Helford River, ending up with a visit to the blacksmith's (Adam is a trustee) in Mawnan Smith and then coffee chez Mason. Our thanks are due to Adam for his routing and both Adam and Sarah for their hospitality.

Once again we had a birthday to celebrate, or rather two, as Tammy Vinnicombe-Richards shares her birthday with her Mulliner, Frida.



The birthday girls at B & Q
Pics: L.Adams



At the Smithy
Pics: S.T. Coxen

A fantastic Soup Run again! This is our second one since joining the club in November 2021. We have now covered approximately two thousand miles in our Austin7, Lucy.



We set out to meet the other Austineers at Carnon Downs Garden Centre on Sunday 11th February for a pit stop and a coffee/cake to gather everyone together. Sixteen Austins arrived with their owners: it was lovely to see so many out and enjoying their Sevens.

Then Leonard Adams kindly arranged about a twenty mile round trip through Threemilestone, Frogpool and Bissoe, to name a few, perfect lanes just for the Sevens to experience. The sun actually broke through, even if it was just for a short while. Then the convoy of 7s made their way back to Leonard and Karen Adams's place in Carnon Downs, where Leonard kindly showed us all where to park and Karen was busy making delicious vegetable soup with rolls for all to enjoy.

A great start to the year of runs out with the club: even Charlie had a cheeky treat from Karen! Thank you!



Soup Run Other Pictures



Pics:
Sarah
Mason



Pics: S.T. Coxen

Parked at Leonard and Karen's. Pics: L. Adams



A hardy soul... Peter Lee

Taken prior to a very cold run to Probus in January 2024. Full motorcycle clothing and thermals. A lot colder using Florence than riding a Triumph Tiger!



Editorial: R is for Ramsgate

I always like the fun of finding a place name in Cornwall, duplicated more famously elsewhere in the country. It serves to confuse people brilliantly!

My car has been off having substantial work done on kingpins and the welding of some nasty cracks, so I have been a passenger on the recent super-soup run and recent Wednesdays. It is always depressing to ride in someone else's car and find it quieter and smoother than one's own: perhaps it is because I am solo in my own car and too busy chatting in another to really notice. That is my hope at least! Thanks anyway to Adam, Chris, Leonard and Barrie for their lifts and to Dean for offering... I'll take you up on another occasion perhaps. I am excited to be getting Olive back very soon even if I haven't tidied up the garage which I planned to do while she was away... oh well, another time!

Please keep sending your articles and pictures: it is good to have some different contributions.



For Sale

1934 Austin Seven 4 seat tourer in black with DVLA age related number. Older sympathetic rebuild/restoration but upgraded to later Austin 7 specification; a real “driver’s” car.

Ruby chassis, semi Girling brakes, late 4 speed gearbox with synchromesh, LED lights conversion all round, reupholstered 2000, new hood and repainted 2010, new battery, Bosch distributor, rebuilt front and rear axles, Ruby prop shaft, with a quantity of various spares and wheels.

Present owner since 1976. Price £7500

Any further questions/details call Terry Tague 07771 606 947

Terrymtague@gmail.com

Cornwall Austin Seven Club member



For Sale 1937 Ruby

Austin Seven Ruby.

Blue with Black wings.

First registration 18 05 1937.

I have had the car since 2016 and although little used the vehicle has not broken down once.

Starts and runs well. A box file of pictures and receipts.

Some spares to go with the car. Luggage rack available.

A nice picture is available on the January Club Calendar.

Asking for £6,750

Please call Steve Mobile 07738814597 or 01726 821734. for more information.



For Sale 1933 Austin Seven AH Four Seater Tourer

Genuine AH tourer first registered on the last day of 1933. Purchased by me in 2017, it had previously been owned by Cornwall and Devon Club members for many years. I have regularly used it for club runs. It has full side screens, tonneau and hood covers. The engine was rebored, fitted with new pistons and a new clutch in 2018 and since then it has run smoothly without a single breakdown. Sadly age is catching up on my 7 days!

Price: £11,000 or near offer.

Please phone Malcolm on 07771544390 for more details and viewing.



For Sale

Austin 7

RP Box, 4/10/1933 historic vehicle 747cc, Blue with Black wings, 17190miles on the clock, refurbished some years ago, still in lovely order.

I've owned it for about 5years with no problems, owned by previous club member for 25 years or more, a well known little car.

Asking price only **£5995** for a very reasonable car.

Ring (Don) Bodmin 01208269768 or 07582360549.



NOTE TO ADVERTISERS....

PLEASE let me know if you have sold your vehicle or changed your mind! I will keep running an advert until you tell me not to...

TECHNICAL HELP CONTACTS

Don't get stuck, get help!

If you need some help with your Austin, whether it's a chat about a snag over the phone or someone to shove a head under a bonnet, the Club aims to provide a network of assistance throughout the County. We're not offering a restoration service, but advice and aid to help keep you on the road for frustration free motoring!

Andrew Jarmin	Redruth	01209 861212
Malcolm Watts	Falmouth	01326 319485
Mike Davies	Callington	01579 370499
Alastair Wreford	Port Isaac	01208 880002
Bob Kneale	Bodmin	01208 850248

This help is available to everyone whether you have just joined or have been a member since the start! Don't struggle with a problem when help is only a phone call away!

Individually we may not have all the answers but collectively we've probably seen most problems and can point you in the right direction for advice.

The views expressed in this magazine are those of the writers and not necessarily those of the Editor or the Cornwall Austin Seven Club. Whilst every effort is made to ensure the accuracy of the technical advice and information, the Club and its officers accept no liability for loss, damage or injury from persons acting upon the advice given in this publication. Anyone following the advice given by this publication shall be deemed to have accepted this statement.

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Submissions to

Tamsin Coxen
15 Pencantol
Frogpool
TR4 8SQ
austin7focus@gmail.com
01872 864711

**All material submitted must be free from any
copyright claim.**

Committee:-

Chris Gill	01 209 820825	chriswhealbusy@tiscali.co.uk
Dean Waller	01 736 740181	CA7Csecretary@outlook.com
Kerstin Foster		kfoz30@yahoo.co.uk
Adam Mason		ca7cevents@yahoo.com
Mike Thom	01 209 211349	NelMikeThorn@yahoo.com
Benjamin Roseveare		ben.roseveare@hotmail.co.uk
Paul Holmes		paul@holmesfamily.ws
Leonard Adams		la@dolcoath.co.uk
Paul Stevens		pauljsgf6@hotmail.com
Mark Drake		markdrake.doc@btinternet.com

Aided by:

Doug Castle, Webmaster
CA7C.web@talktalk.net
Andrew Jarmin, Membership Secretary
01209861212
jarmins@btopenworld.com
Tamsin Coxen, Editor
Details as above.