



**December 2025/
January 2026**



November on Dartmoor
Pic: R. Jarmin



The magazine of the Cornwall Austin Seven Club

Seven Focus

As another wet and rather windy year draws to a close, I want to thank all those who contribute to our club. From those who help run the club as committee members or officers, have a very regular monthly input in editing, proofing, printing and circulating the magazine (Thank you Tamsin Coxen, Andrew Jarmin, Doug Castle and Ann Skilton!) to those who lead runs and members who participate, thank you for helping to make our club so successful.

I'm pleased to report that Ian Deakin will be taking over as Events Secretary from January. He will be making contact in the New Year in his attempt to put an interesting event schedule together for the year. Why not make his job easier by getting in touch to offer to lead a run? We have put together runs for January and February and more will follow in the February edition.

In the meantime have a very Happy and Seveing Christmas and New Year!



No new members to report this month.

Merry Christmas and Happy New Year!



Diary Dates

Events Secretary

ca7cevents@yahoo.com

Instagram: [cornwallaustin7_club](#)



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 the event, in case of any unforeseen changes.

Calendar for 2025/2026

December

Saturday 13th

Paul Sleeman

Christmas lunch at The Plume of Feathers, Mitchell.

12.30 pm

paula-jen@hotmail.com



2026

January

Sunday 11th

Malcolm & Maggi Watts

Soup Run

Start at B&Q Penryn 10.30 am

Bring a flask for coffee en route.

Finish at Higher Polighey Farm with hot soup provided by Malcolm & Maggi. Please let them know for catering purposes

watts7@hotmail.co.uk

February

Saturday 28th

Dean Waller

Run from Sainsbury's car park, Helston at 10.30 am for a run around The Lizard.

We will be visiting some of the small villages that are difficult to visit in the summer like

Coverack and Cadgwith. Please bring a flask for a coffee stop if the weather is dry. We will finish somewhere with indoor seating!

Wednesday Wanders Please check Facebook or contact Chris Gill (01209 820825 chriswhealbusy@tiscali.co.uk) on the Tuesday. Each Wednesday we meet up for a short run and a visit to a café, now the weather has turned chilly. Everyone welcome! No need to book but be ready to leave promptly at the start time.



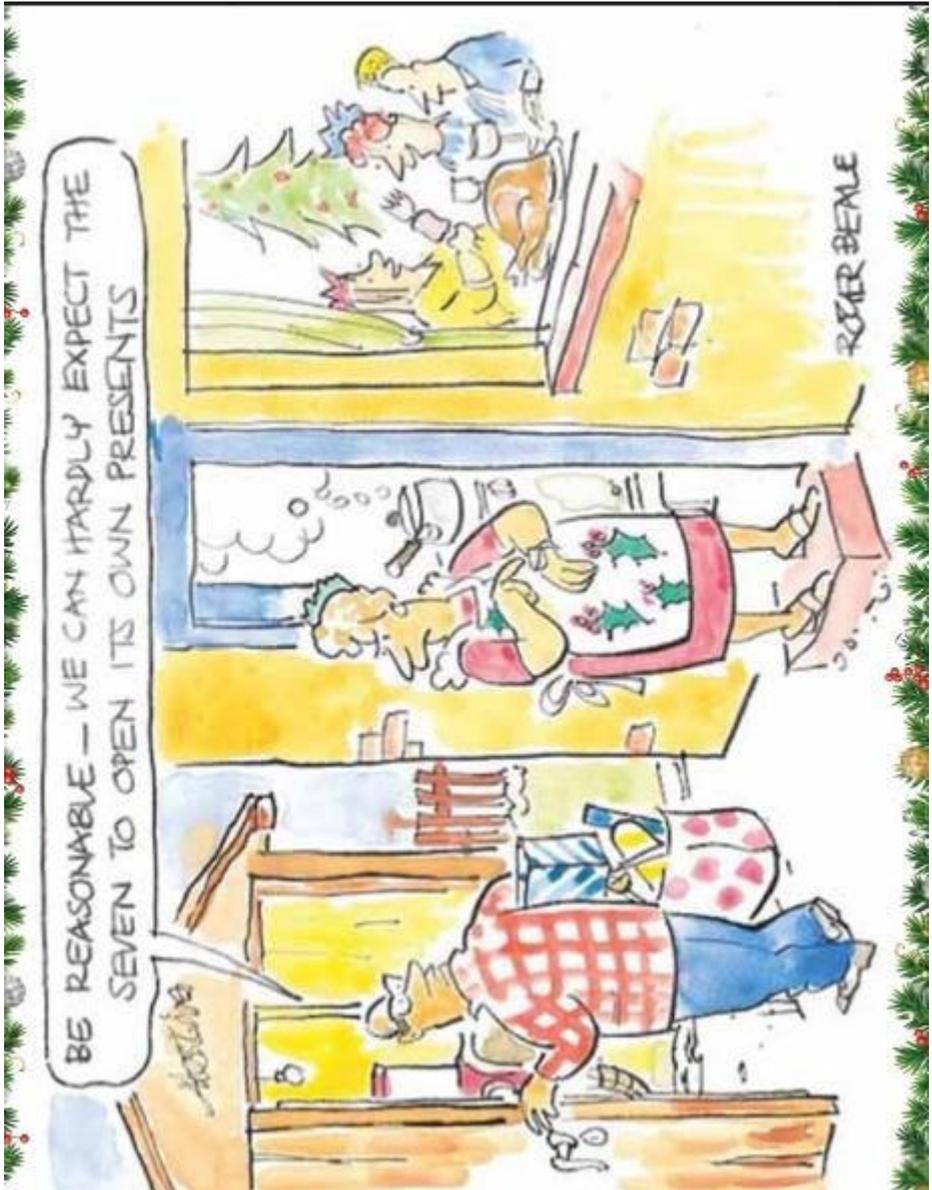
Invitation Events

Black and White

Coffee morning on 1st and 3rd Friday of the month at The Inn for All Seasons, Treleigh

Rosudgeon Meet

A similar coffee morning on the 2nd and 4th Friday of each month at the Coach and Horses, Rosudgeon.



Cartoon by Roger Beale originally published in Austin Seven Owner's Club (London) magazine in 2024 and they have kindly allowed me to reproduce it here.

Happy (belated) 100th birthday!

Doug & Steph Whittlestone

KL9623 our 1925 Pramhood Chummy arrived with us on Exmoor North Devon back in 2022 and as with all our other cheeky chappies, he soon received a name - 'Klatterpot'!

Having been fully restored back in the 1980/90's by previous owners, Klatterpot appears to have lived a reasonably sedate lifestyle since. Very little history has been uncovered and we have only managed to ascertain that he attended a few shows in the last decades and has only had a few owners since new. Whatever he's been up to, he's certainly been well maintained throughout.

However, as with all new arrivals, this little gentleman needed quite a bit of mechanical TLC and a jolly good polish!

Due to other commitments, business and pleasure, Klatterpot had to wait his turn in the queue! Finally after a thorough recommissioning he was finally ready to be enjoyed earlier this year and after a few local



small test drives he proudly went off to Powderham Historic Vehicle Gathering in July to be displayed on the Devon 7's stand only a few weeks off his 28th August 100th birthday.

He has proved to be a fabulous little car, diminutive in size, but with a huge heart and a very giving nature. He's lightweight and sprightly, with a surprising performance when compared to our later Austin 7's. We're so looking forward to using him locally on the quiet and beautiful Exmoor lanes and also on holidays and adventures with our motorhome, as we do with all our other pre war cars!



Happy birthday to any other Centenarians out there... I think there is one, who is clearly very shy, but you may know different!

Many of us are insured through RH and so need to be aware of this minor change.

“Over four years ago, we joined the Howden Group.

When we joined the Howden family, we said we would change our name when the time was right. Now is that time, and I’m excited to let you know that Howden will be the new name for RH Specialist Vehicle Insurance from the beginning of November.

That’s the only thing that is changing. The people that have looked after you will continue to do so.

If you have any questions please let me know and I’ll be happy to help.

Thank you for being a partner of RH Specialist Vehicle Insurance. We look forward to working with you for many years to come as Howden.

Kind regards,
Peter Barrett, Branch Manager”

Insurance for Young Drivers**Sarah Mason**

This is an insurance update from Nick Salmon, A7CA Vice Chairman, and Insurance Liaison Officer.

“You may be aware that RH Specialist Insurance became part of Howden (a trading name of A-Plan Holdings) a couple of years ago.

The RH name has now been absorbed and from now on will be known as Howden. So you will see the branding changing in the coming weeks but it is still the same RH team that handles Austin Seven business.

One immediate benefit of the change is that Howden is now willing to consider insurance cover for learner drivers using Austin Sevens.

They can already offer cover for young drivers aged 17+ who have passed their test and will drive accompanied, and cover for solo driving for those age 18+ who have passed their test.

N.B. In all these instances applications for cover are subject to underwriting

criteria and will be considered by insurers on a case by case basis.

Membership of an Austin Seven Clubs' Association member club is a requirement. With so many young people interested in getting behind the wheel of an Austin Seven it is very welcome news and we thank Howden for their forward-thinking approach to young driver insurance.”

Insurance procedure for a breakdown in Europe

(this was sent out in March but is relevant with the update to Howden)

Dear Member-Club contact and A7CA Reps,
A few days ago I sent out an A7CA advice sheet about the processes people can take if they break down in Europe - following some very helpful feedback we have updated the flow chart very slightly and attach this version for you, please discard the one sent a few days ago.

The key change is to emphasise that to be eligible for any onward travel you must allow RH to identify a local garage, have the car recovered to it and then let the local garage decide whether they can repair the car or not.

UPDATED European Breakdown Recovery - Information Sheet
A separate graphic of the updated flow chart overlaf is shown for your use, if required.

Ruairidh Dunford

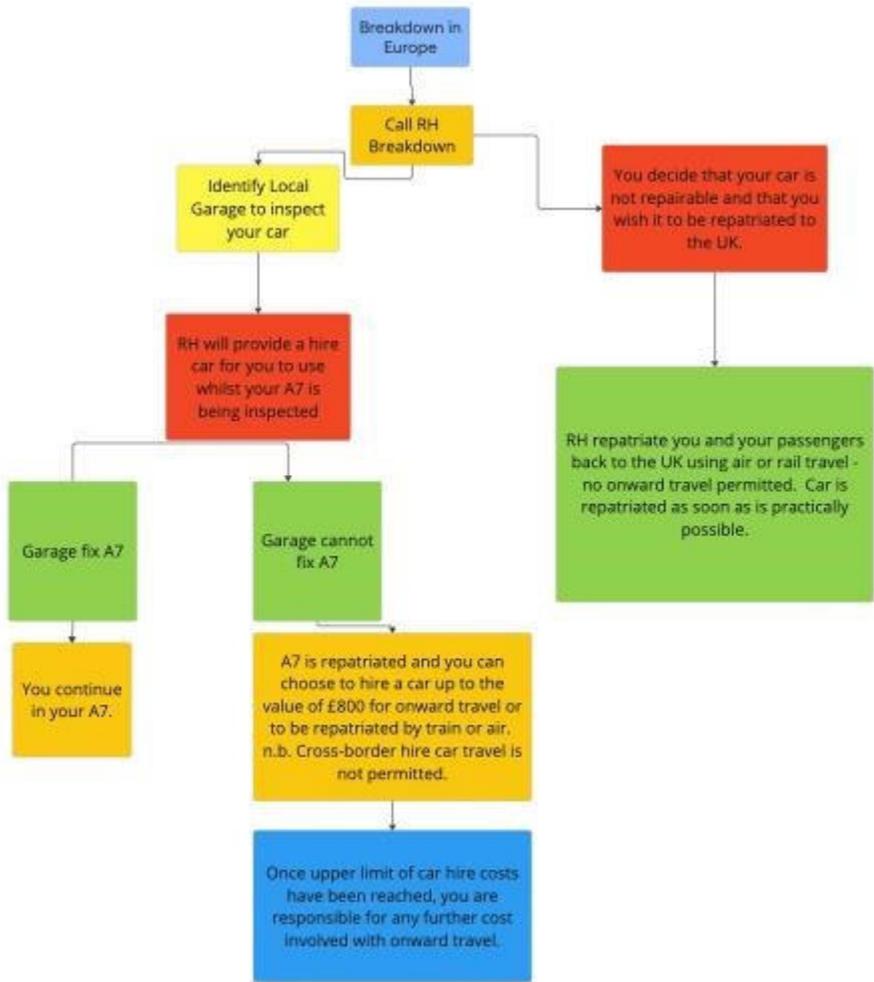
A7CA Secretary

Austin Seven Clubs' Association Sarah Mason

Summary of discussions and actions from the October 2025 A7CA meeting

The Austin Seven Clubs' Association (A7CA) convened its quarterly meeting online, attended by representatives from seventeen member clubs, officers, and associates.

The meeting was chaired by David Cochrane, who opened with thanks to attendees and a reflection on a successful season of rallies, including the PWA7C event at Stonehurst Farm and the Scottish Guildtown rally. He reported increased regional activity, with new local A7 groups forming in Cumbria, Oxfordshire, the south coast, and near Shrewsbury. He also confirmed that new volunteers had stepped forward to



take over the magazine editorial role and that Nick Salmon would become Insurance Liaison Officer permanently.

Secretary Ruairidh Dunford confirmed clubs’ approval to raise the price of the quarterly magazine from £2.00 to £2.05 from 2026A. He also presented a proposed constitutional amendment creating a new “Associate Member (Advertising)” category, to be voted on at the 2026 AGM.

The meeting unanimously approved a proposal for Nick Turley and Chris

Garner to design and install a Stanley Edge Memorial Plaque, funded by the John Stubbs donation and prior allocations.

Treasurer Hugh Barnes reported a healthy bank balance of £28,965, noting higher printing costs (up 15p per copy) and archive expenses of £1,874. He explained that £18,000 of funds were committed to the archive and discussed the need to maintain a reserve. Members debated how to balance expenditure, magazine cost increases, and potential club contributions.

Archivist Gordon England detailed progress in cataloguing and conservation, including one hundred new items added, ongoing work on historic films, and a travelling archive display successfully exhibited at Stonehurst Farm.

Editor Howard Wright confirmed the completion of his final issue (2025D) and thanked contributors before handing over to the new editorial team. Registrar Peter Hales reported steady updates to vehicle records.

Webmaster Ahmed Abdel previewed a redesigned, modern A7CA website featuring new visuals, improved structure, and plans for educational content.

Publicity Officer Steve Earl reported strong growth on Facebook (2,500+ followers) and YouTube (11,500 Centenary video views). Nick Salmon, now confirmed as Insurance Liaison Officer, summarised ongoing collaboration with RH Insurance and outlined plans to liaise with other insurers.

Finally, clubs voted unanimously to transfer ownership of Jack French's historic garage—a long-standing A7CA exhibit—to the Atwell-Wilson Motor Museum, ensuring its preservation and relieving A7CA of future financial responsibility.

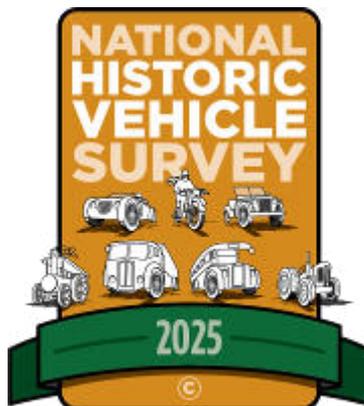
The meeting closed at 7:40 pm, with the next meeting scheduled for 13 January 2026.



(update from Mel Holley, Secretary, Federation of British Historic Vehicle Clubs Ltd)

The National Historic Vehicle Survey 2025
The report with the results National Historic Vehicle Survey 2025 - our major research held every five years - has now been published and we hope that you will share this news with your members.

We launched it on Saturday at our AGM (see the members area for a recording and the presentation slides
<https://www.fbhvc.co.uk/members-area>).



Conducted by FBHVC

It's the most comprehensive survey of its type ever carried out in the UK and we thank all clubs and their members for contributing to the research; your response was phenomenal and we thank you for your support!

Please do share the results - and link - with your members through your magazine and online news.

An overview and the report are here:

<https://www.fbhvc.co.uk/news/article/britains-love-of-historic-vehicles-powers-73-billion-boost-to-the-uk-economy>

Key Headlines

Record Growth in Historic Vehicles: The number of historic vehicles registered with the DVLA has risen again to 1,934,178, just shy of the two million once forecast for 2025.

Economic powerhouse: The historic vehicle sector now contributes £7.3 billion annually to the UK economy, with owners spending on average £4,567 per year maintaining and enjoying their vehicles.

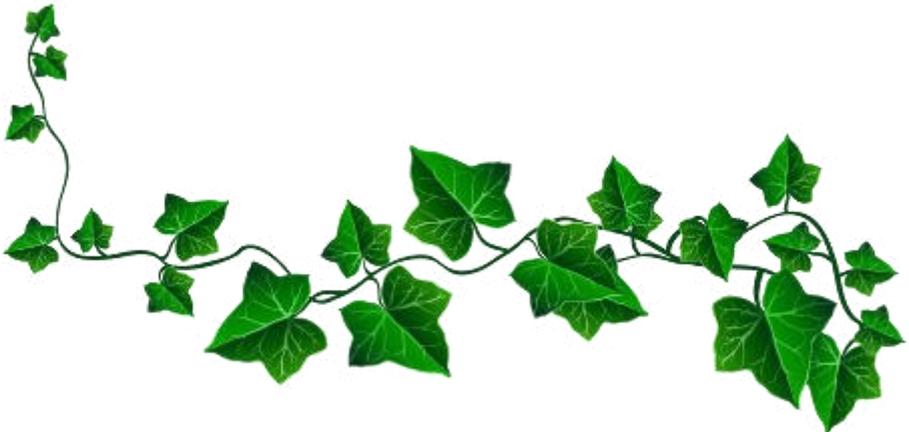
Jobs and businesses: The movement supports 2,700 specialist businesses, collectively employing 34,500 people across restoration, maintenance, parts supply, museums and events. Nearly half (45%) of those businesses now offer, or plan to offer, apprenticeship programmes to pass on vital heritage skills.

Growing enthusiasm nationwide: The UK is home to an estimated 690,777 historic vehicle owners, and more than 22.7 million adults regard historic vehicles as a vital part of Britain’s heritage. Over 9.7 million people say they would like to own one, and 4.3 million attended a historic vehicle event in the last year – a 100% increase since 2020.

Minimal road impact: Despite their visibility, historic vehicles account for only 0.2% of all miles driven in the UK, with the average vehicle covering just 837 miles annually.

Demographics and Future Generations: The average age of an owner has risen to sixty-six, highlighting the importance of engaging younger enthusiasts. Encouragingly, the under-35s now show the most significant interest in historic vehicles, while the introduction of the “Youngtimer” category (vehicles aged 20–30 years) offers an accessible entry point for new enthusiasts.

Skills and apprenticeships: With over 11.9 million adults agreeing that apprenticeships focused on historic vehicle skills should be available to young people, the FBHVC calls for continued support to sustain these specialist trades for future generations. Businesses echo the call, with 45% already offering or planning training schemes to ensure vital historic skills are passed on.



Tavistock Remembrance Weekend 2025 Paul Sleeman

(Pics: Leonard Adams)



We arrived at the campsite on Thursday and set up camp. The weather was not that good, so we only drove up Pork Hill, which is a long drag from the site to the car park where Leonard Adams played his horn, over –looking the valley. He played various pieces which sounded great. I couldn't remember all of them but “Cornwall, My Home” was favourite with most. After he caught his breath, we walk up to the Tor with stunning views towards to Tamar bridge.

On Friday again weather against us so we took a drive into Tavistock where we were joined by Bristol Club members for mandatory coffee and cakes. After looking around the town we retired back to the camp site..



Saturday the weather changed in our favour. We set off from the site at around ten-ish and drove through various lanes to Widecombe in the Moor for

a picnic. The weather was good enough to sit outside.

After looking around the shops and church we started to make our way back through the lanes to site. Over the years we've found many side roads with beautiful scenery but this year found even more. A full day of driving around Dartmoor with lovely weather and the autumn colours were stunning. What a lovely time of year to be driving through woods and lanes.



Saturday evening we drove to Peter Tavy Inn which was an experience with no artificial lights anywhere. The LED torch come in very handy at times. I would recommend the pub to anyone that wants a really good pub meal.



Sunday we drove to Walkhampton for the Remembrance Service. Many locals remembered us turning up in the Sevens over the years. Weather still dry the service started with many locals in attendance. Leonard joined in by playing the 'Last Post' as part of the service which was appreciated by all in attendance. Well done Old Boy! After the service we walked over to the Inn for coffee. Whilst sitting down at the table the weather turned bad so it was agreed we would stay for lunch. The journey back to the site was very testing in the weather conditions. All the cars performed well over the weekend with no problems. Many thanks for the company and laughs over the weekend but special thanks to Adam and Sarah Mason for all the effort in planning the weekend and drives out during the stay.



The return trip came via National Trust Cotehele.



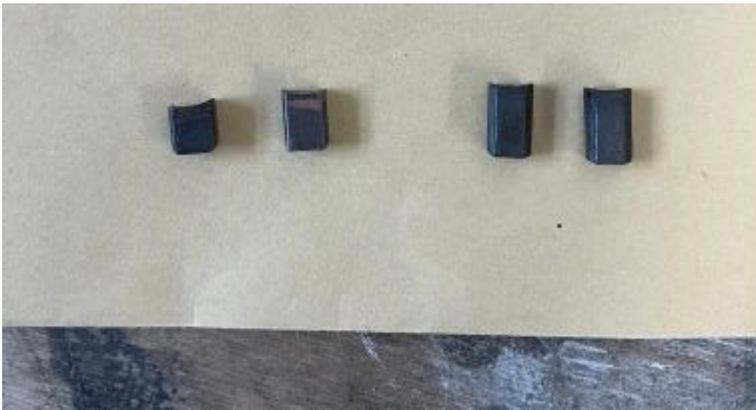
Wednesday Wander 19th November

Dean Waller led us on a jaunt over on the Roseland, crossing the King Harry Ferry in both directions. We met up with Paul Sleeman in Tregony and proceeded to Portholland for a mince pie stop and then to Renwick's café in St-Just-in-Roseland for lunch. The weather had been cold, sleety and full of hail stones when we assembled, but as the pictures show, the sun came out and the day turned from miserable winter to glorious and crisp.

(All pics: Leonard Adams)



I have previously reported on the saga of my wiper motor. Originally not working when the car returned to the road four years ago, they suddenly sprang into life a year later. A few months' ago they once again decided to be uncooperative. I began researching how to take the motor apart and look for faults. Thanks to Google I determined that I probably had a Lucas DW3, although I couldn't find any information on exactly how it was supposed to work. There are a couple of articles on our website about improving and restoring wiper motors but not fault finding. A bright spark suggested I check the brushes. Here's what I found.



The brushes removed from my motor on the left, and some replacement used ones on the right. So clearly my brushes were a bit on the worn side. They are located on the motor a “12 o'clock” and “6 o'clock” positions and held in place by the thinnest springs imaginable, which took some time to latch on to their respective supports. The other major problem is that as the cover is metal and is required to slip on over the manual release lever at an odd angle, shorting (and therefore blown fuses) is inevitable. However, many attempts and two fuses later all is now well, just before the recent heavy rain. Let's hope these brushes last another eighty-nine years....

At the end of 2009, faced with the inevitability that rebuilding/restoration of the Ruby was going to be a very protracted affair, I agreed to a suggestion from Jan my wife that it might be sensible to acquire a running example of a Seven which would serve as a reliable means of attending Club activities in the interim. Something like a Box Saloon would see a good prospect. I turned first of all to eBay to see what might be available and having seen some possible RP examples with potential, suddenly came across what looked like an interesting specimen of a 1932 RN for sale in Wiltshire. It appeared to have a lot in its favour; it was taxed, MOT'd and running, and the price at auction seemed reasonable. I won the auction, and travelled to Trowbridge the following day, towing Andrew Jarmin's generously loaned trailer with my Volvo. It was late and dark that night and raining steadily, when I collected the beast, which started readily and ticked over reliably-something the Ruby didn't, and I continued the journey to Cirencester some forty miles further on. Unloading the vehicle showed up a gross deficiency in the braking area, the roll back only being arrested by stalling the engine in first gear and chocking the wheels. As I looked down the road, I was aware of a dense fog of oily smoke, drifting away though the drizzle and was aware of an old couple walking past back from the pub.



“Isn’t that an Orstin?” commented the wife as they made their way uphill without waiting for my reply. I drove the car into my late mother’s garage, parked the Volvo and trailer in the drive, went indoors and went to bed.

In the cold light of the following morning, I surveyed my purchase more critically.

“Ye gods - what have I bought”, I thought. Cosmetically it looked lovely, with the bodywork showing little signs of surface rust. But the crazed Oxford blue paint was actually covering a significant area of glass fibre, resin and filler. I nicknamed the car ‘Tupperware’. The central spine brace between the brake cross-shaft and the rear-cross member turned out to be light gauge DEXION angle. I won’t bore you with the dire mechanical deficiencies.

My brother turned up and gave his verdict “Well you’ll see your money back at least” was his only comment.

We reloaded it on the trailer and I headed for Cornwall three hundred miles away. The handling was superb – on the trailer! All the way down the M5 I was struck by the near total indifference of the occupants of passing cars. The adult passengers were either asleep or fixated with their mobile phones; the children similarly engaged in broad daylight. At least the drivers appeared conscious!



I was determined to make something out of what I'd bought and the car now named 'LEPRECHAUN' was on the road (smoking) by Christmas 2009. I managed to rectify many of the mechanical issues, but just before the St. Tudy Trundle the following April, which I organized, a half shaft broke with a characteristic cannon-like bang, and we were off the road. I still refused to accept defeat, but, after rebuilding the rear axle, and was about to start a complete engine rebuild, decided to surrender, when the 1934 RP of David Rowe came available late in 2012 (BMC 309 Lulu) which I've owned and continuously run ever since, I sold the RN to a man in Bradford and for many years that was the last I heard of the 'IRISH BOX'. Initially registered in Enniskillen, Northern Ireland it was one of the last RN saloons before the model changed to the RP in September 1932. With a four-speed crash gearbox but a front tank, by that time Austins must have been using up remaining parts for the older model, before the RP's debut at the September Motor Show. But what was the fate of my Irish Box?

It transpired that the new owner in Bradford continued with rebuilding the bodywork but later sold it, and it was in September 2024 an item on the Friends Forum Showed an image of an RN at a rally 'Oop North'. By then the bodywork had been changed to a PICK-UP and it sported eight inch disc brakes. Since the front axle looks unchanged I shudder to speculate what will happen if the driver brakes hard!!



I haven't been out much in my Box Saloon recently as various different life events and commitments have got in the way. I was glad to join in the sunny Wednesday Wander over on the Roseland, although did have a few impromptu stops to check niggling little items... a few puffs of smoke were of some concern but there was no evidence of fire and my extinguisher could go back in its usual place between the front seats. The car is definitely trying to tell me that she needs attention, but alas more "life" is getting in the way up until after the festive season.

This delayed magazine will be the last until early February as there is no January one to start the year. I shall be glad to avoid the pressure of finding copy for once and hope that you spend your Christmas holidays writing up a multitude of articles. I would love trialling, hill-climbing, sprinting and racing reports to show that some people use our lovely little cars 'in anger'. You know who you are!!! I also welcome historical information on why you bought your Seven in the first place and all the mischievous things you got up to... back in the day when the roads were less busy and tolerance was greater.

It just leaves me to add final seasonal wishes: Nadelek Lowen ha Bledhen Nowydh Da!

FREE to good home!**Sandy Croall**

I'm in the process of down-sizing my bookshelves, storage etc.,

I have the A7CA's Grey books from the first one in 1970, to date - fifty-five years. Also Seven Focus (CA7C) from issue 1 to date.

I shall keep the last year of each, but the rest can go, if there's a home for them.

If not, they are off to the skips.

Collect / deliver only, each collection is HEAVY.
sandycroall@gmail.com



For Sale Austin 7 Opal 1936

Last restored sometime in the 1980s.

Blue with black wings.

In good overall condition and runs well.

The price is £ 6,500 ONO

Contact

Tel 01209 861534,

barnesdai803@gmail.com

Dai Barnes



For Sale Austin 7 AAL 1936

Four seat tourer, older restoration, Maroon and Black, Black trim in very good condition. Black hood and side screens also very good. A lot of money spent on it in the past by previous owner/restorer

Regret unable to garage now, Very reluctant sale

£6250 ono

Clive Peerless 01872 870721

For Sale Austin 7 RP March 1933

Engine M237971 Body 171203

Dark blue, black wings. Good new brakes and tyres but needs a battery as it was not charging.

Stored in warm and dry in Camelford.

£5800 ono

J. W. Middleton 01840 212811

For Sale 1934 RP saloon

First registered July 1934. An older restoration with a non-transferable registration. Mavis has been around Cornwall for quite a few years and until recently has been seen quite regularly on Wednesday Wanders . Can be inspected in Goldsithney. £4750 ono. Phone 01736 711122 for details.



Price reduction!

For Sale 1937 Ruby

Austin Seven Ruby.. Green with Black wings. First registration 19 06 1937.

We have owned the car since May 2013. In recent years the car has been little used, but starts and runs well. Various receipts, almost full history and some spares to be included in sale.

Asking price £6500.

Please call Anne mobile 07779 524375, Andy 07910 581848 or 01752 339639 for further information.



Cornwall Austin Seven Club clothing.

We are now using Creative View, a local company near St Agnes to supply members with various items of clothing. Creative View do not carry items in stock, they will supply to order so please give them at least a week's notice when you want an item. They have a variety of colours of clothing available. They will supply items with the Club logo as below.



Polo shirt £14.40 each embroidered, £13.20 printed.

Sweatshirt £22.20 embroidered, £21 printed.

Dover Jacket £43.68 embroidered, £42.48 printed.

Carriage between £5 & £10 depending on the weight and quantity of garments.

Orders taken by phone on 01872 249631 or by email
contact@creativeviewcornwall.co.uk



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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Publication Information

Publication date is the **last day** of the month
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subject to space.

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:-

Dean Waller

Kerstie Foster

Paul Holmes

Paul Stevens

Paul Sleeman

John Doyle

Tamsin Coxen

Ian Deakin

Chairman/Secretary

Treasurer &

Social Media Secretary

Regalia Lead

(details as right)

Events Secretary

01736 740181

CA7Csecretary@outlook.com

kfoz30@yahoo.co.uk

paul@holmesfamily.ws

paulcjs6@hotmail.com

paula-jen@hotmail.com

jedracer7@gmail.com

07989321409

deakinfamily@btinternet.com

07980 905126

Aided by:

Temporary Webmaster

austin7focus@gmail.com

Andrew Jarmin , Membership Secretary

01209861212

jarmins@btopenworld.com

Tamsin Coxen, Editor

Details as above.