



May 2026



“The BOYS” on their
first club run.

Pic: P. Stevens

The magazine of the Cornwall Austin Seven Club

Seven Focus

After three days of sunshine this month, summer is clearly here/been and gone (delete as appropriate!). The weather had been good enough for the first Wednesday Wanderers picnic of the year. But the following week saw heavy rain, so we were back to an indoor cafe. With the better weather comes the flurry of show invitations. Andrew Jarmin now has the entry forms for the WESES: do speak to him if you need one.

The run schedule is now fixed for the rest of the year, thanks to Ian Deakin, our new Events Secretary. Do support him and the club by attending a run or two - you might even enjoy it!

The committee are currently looking at the future formatting of the Focus magazine. With the ever spiralling cost of postage, we are looking at offering a digital only version of the magazine at a reduced subscription level. I expect to publish our proposals and consultation in next month's edition.

Membership News**Andrew Jarmin**

Two new members this month, we seem to be “bucking the trend”.

We welcome brothers Billy (357) and Jory (358) Matthew who live in Perranporth. They have recently purchased a Box Saloon and have wasted no time in putting it to use. When I was contacted by Billy, a marine engineer, he was on board a ship in the South Atlantic on his way to the Falklands!

Whilst he was away he made arrangements to view several Sevens on his return. No time was lost!

His ship docked in Southampton on a Wednesday, he viewed and bought the nearest car. Jory was summoned and trailered the car home on Thursday.

On Friday they were able to arrange insurance for both of them through the Association's scheme allowing younger owners to drive. The following Sunday they joined their first Club run to Crantock some 70 plus miles! Since then they have not missed an opportunity to join in.

They have already become known as “the Boys”.

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.

2026

Please note, these dates are subject to change! Always check the most up to date magazine, Facebook or with the run leader.

May

Saturday 16th

Paul Stevens

Those from the west, leave Waitrose, Truro at 9.45 am (note this is earlier than usual!) to travel together.

Alternatively: meet at Par Garden Centre from 10.30 am.

Run starts at 11 am traveling around the St.Austell area, finishing for lunch at Wheal Martyn Museum.

Contact Paul (details on back cover) as he has to let the museum know numbers in advance.

June

Saturday 6th

Ian Deakin/Dean Waller. NB: change of date

Meet B&Q Penryn to leave very sharply at 10.30 am. We do hope that some of you from ‘up the line’ will join us.

Cream Tea run around the Helford. Bring a flask for the coffee stop. And chairs etc for the cream tea at Ian and Esther’s house.

Contact Ian (details on back cover) to let him know numbers for the cream teas!

Sunday 28th

National A7 rally at Beaulieu

July

Saturday 4th

CA7C Rally run, Malcolm & Maggi Watts

Sunday 5th

Club Rally at Higher Polighey Farm

Sunday 19th

Mike Thorn

From the west, meet at Morrision's, Pool at 10 am to travel together. Alternatively meet at 12 noon, Trelawney Garden Centre, Sladesbridge.

Run around Wadebridge/Camelford areas.

August

Friday 14th-Sunday 16th NB: Change of details

Club enclosure at WESES Andrew Jarmin

Due to a change in organiser, previous entrants will not be receiving an entry form directly from WESES. I have entry forms so please email me if you are able to attend and I will send you one. It must be completed and sent directly to Jason Goss with **two** self-addressed stamped envelopes, one for the return of passes and the other for next year's entry form. If you are bringing more than one car the entry forms can be sent in the same letter.

Closing date for entries is **30th June**.

Please note that without a pass, entry to the Show Ground will be refused.

It would be good to see some of our more recent members join us, as well as our regulars. Do come along for some or all of the days and please pop by and say hello even if you are there without a Seven.

We have our own area with a shelter and endless tea, coffee and cakes. If that hasn't

persuaded you to join us but you want more information let me know!
My email contact details are on the back page of FOCUS.

September
Saturday 12th

Tony Deeley. NB: change of date
Those from the west to meet at 9.30 am at Waitrose, Truro to travel together.
Alternatively meet at Minions 11 am.
A run around the Looe area finishing with a picnic at Lerryn.

October
Sunday 11th

Zach Doyle
Treasure Hunt

November
Sunday 8th

Remembrance Run in West Cornwall

December
Saturday 12th

Club Christmas meal
The Shire, Camborne. More details in September.

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 shortish run to a café in winter or picnic in summer. Everyone welcome! No need to book but be ready to leave promptly at the start time of 10.30 a.m.. The Editor has now declared it **picnic season!**

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.

Some club runs go very smoothly with only minor hiccups as cars have their ‘little moments’. Other runs have slightly more than their fair share of ‘failure to proceeds’ and ‘where the heck are we’ sections. This run was one of the latter but I think most people enjoyed it nonetheless.

The start was inauspicious as Dean Waller’s Ruby decided, very definitely that it did not want to play. As Dean was the convoy leader this meant a hurried change of vehicle and Regi Jarmin found herself in the very unusual position of leading the run with Dean navigating... Paul Stevens could not join us on the run but he kindly came and took photographs at Waitrose as we all left. All such photographs (on the next side and here) are his, showing that we had a total of seventeen cars. Wonderful!



Regi & Dean

The route took us through Tresillian and on some roads that we haven’t been on for years, except to the entertainment of the recent Wednesday Wanderers who’d visited some of them just a few days before when

Dean was away. The route meandered through lovely countryside and into Mitchell. Early in the convoy I had no idea that things were slightly unravelling behind me... from Mitchell there was some mix up with the convoy rules on the way to St Newlyn East.

Waiting in St Newlyn East, I even went back to drive around the village as I find it an easy one to confuse and take the wrong turning. Modern telephones came to the rescue and eventually the convoy was reassembled after Malcolm Watts had done some fettling on his car. The next scheduled stop was for coffee at the Gorse Bakery

From there we took a scenic route down into Bolingey, around to Perranporth airfield, back through Perranporth, past the Smuggler’s and on into Cubert, finally arriving in Crantock in the public car park (and still free at this time of year!). Dean issued the pasties which he’d



picked up before the run started and had kept warm. We chatted and exchanged news and Malcolm decided that recovery was needed for his car due to the frequent issues he'd been having. There was some discussion about the failure of the convoy rules and then planning routes back home.

Apparently Billy & Jory Matthew (a.k.a "The BOYS") didn't quite manage to make it back to their door but nearly completed their first club run with flying colours. John Richards had decided to go to Portreath and talked about following me down the coastal road, but set off in front and headed straight to the A30. Difficult to lead the car in front of you John!





“The BOYS”

A bit blowy!



Why did I choose to own an Austin 7?????

Colin Robinson

Short answer: Because of the Wednesday Wanderers, local technical support, readily available spares and of course a lovely group of like- minded enthusiasts.

Longer answer: I have a long association with Austins.

My route to owning an Austin 7:

Austin Experience No. 1

The first car I can really remember was Dad having a second-hand Austin 10, luxury after the motorbike and sidecar that preceded it.

My first vehicle was a Messerschmitt 3 wheeler that I had at sixteen. You could drive it on a provisional licence and this gave me a great deal of freedom and I joined the local scooter and three wheeler club and went on many rallies (breaking down frequently, but learning all the time).



Me and my Messerschmitt

Austin Experience No. 2

As soon as I was seventeen, I was allowed to drive my Uncle's Austin K2 lorry while helping on his green-grocery round (my first experience of double declutching and dodgy brakes). The K2 was the same base vehicle that the late Queen drove in the Second World War as an ambulance.

Austin Experience No. 3

Having passed my test at the second attempt (failing the first due to many bad habits accrued from driving the Messerschmitt?), I became the proud owner of a 1955 Austin A30. I had this car for a number of years and drove many miles and became something of a self taught mechanic, having to frequently change the big ends, due to what I eventually found out was a worn out oil pump (no internet in those days). My Dad thought it was due to me hammering the car and there could have been an element of truth in that. I also met my wife Margaret when I had this car and we would go on Sunday Wanders round the Hampshire and Sussex lanes.



My Austin A30 with Mr Jinks the cat.

Austin Experience No. 4

With the need for more speed next came an Austin Mini Van. I further expanded my skills by fitting a rear seat, wide wheels and an 1100cc engine with an MG head. It went pretty well and I kept it until after Margaret and I were married.

Following the Mini came a Ford Cortina. By now I had got a bit of a taste for motor sport and had joined the local car club and discovered local rallies and Auto Cross. In conjunction with a friend we decided to build an Autocross car.

Austin Experience No.5

We obtained a cheap, rusty, Austin A40 Farina, sourced replacement wings from the scrapyard, rebuilt the engine, and, as money was tight, we borrowed the modified head from his Sprite. It went surprisingly well and we won the local class championship, though more through consistency than outright wins. We continued to upgrade it for the next season and paid for parts we needed by carrying out car repairs.



This image is from a photo shoot we did for the local news paper

Then my daughter Ellen arrived and that was pretty much the end of me participating in motor sport although I still belonged to the car club and helped organise events for a number of years. I was also part of the support team one year on the RAC rally, supporting the local rallying undertaker and his Twin Cam Escort. The Fastest Undertaker in the South !!!

Austin Experience No.6

As our little family grew (and my wife had passed her test) we decided we needed a second car. Money being tight as usual, rather than buy a modern banger I bought another Austin A30. It served me well for a year or so but eventually failed its MOT due to rust and I put it in my garage intending to do it up but time was short and I eventually disposed of it.

That was nearly my last Austin experience before buying OY.

Following a health problem and needing a project I decided to build a kit car. Still being fond of three-wheelers from my Messerschmitt days, I decided to build a three wheeled Morgan look alike called a Pembleton. The running gear was based on a Citroen 2CV. The body consisted of aluminium sheets stretched over a steel space frame and pop riveted and bonded in place. Much riveting and polishing later this is the finished result having passed the Ministry of Transport Test.



Note the top of a copper water cylinder as the front cowl.

I used the car for a couple of years, mainly attending shows including the Goodwood Breakfast Club meetings where it attracted a great deal of attention. Dodgy knees and hips made it uncomfortable for me to drive and I sold it to a guy who lived in Belgium. He later sent me a cutting from a French newspaper when he exhibited it in Paris where again it attracted a lot of attention. Apparently they are not allowed to build specials there but as it is registered in England it's legally allowed on the road.

Austin Experience No.7

One of my nephews turned up in an Austin Mini seeking help with an engine problem (head gasket needed replacing) and this stirred my interest in Classic Cars and I started to see what was available and affordable.

So with the proceeds of the sale of the Pembleton I bought an MGB GT. I ran it for six years, more or less, as my daily driver but also attending car shows. I got to lap both Goodwood and Donnington race tracks in it at MG car club events. Quite an experience. It was beginning to show its age so I decided to sell it. I sold it for more than I paid for it and it had cost me nothing to run other than tyres and oil. With free road tax, cheap insurance and zero depreciation it is the cheapest motoring I have ever had.

I then bought an Electric Car, a Peugeot ION. It was a bit like a four door Smart car to look at. It only had a range of sixty miles, but it was quite nippy and ideal for local trips. I sold it to a guy in Guernsey again for more than I paid for it, so more cheap motoring for a couple of years again funded by the Pembleton.

Unfortunately my wife's health had deteriorated and it was decided to move to Cornwall to be near my daughter, so hobby cars had to go by the wayside for a while. Once we got settled I started to look at Classic cars again. I was drawn to MGs and Austins because of my previous associations with them. I looked at MGB's, Austin A30/35's (I always wanted an A35 van) and MGTD's and by chance I stumbled across Austin 7s. Before I bought my first A30 I had wanted to buy an Austin 7 for £25 but Dad convinced me the A30 would be more suitable for my needs and he was probably right with my knowledge at that time.

I decided to join the Cornwall Austin 7 club and submitted my application. That led to a meeting with Andrew Jarmin who outlined some of the issues with owning a prewar car and I decided to carry out some more research before I committed to joining and buying a Seven.

Having considered the situation for some time I decided to go ahead. I was particularly drawn by the idea of the Wednesday Wanderers. If I bought any other marque I would probably get limited use from it, going on the odd run and exhibiting at shows, which I had done previously with my other cars, but after a while I found that a bit dull. The other aspects of owning a Seven I found appealing were the technical support available locally, the ready supply of parts and of course the comradery of like minded people.

All I needed now was a car.

Austin Experience No. 8

I looked at a couple of cars, an Opal (I liked the idea of open top motoring) and a Ruby but didn't feel they were quite right for me. Andrew then introduced me to Eddie Angell who had reluctantly decided to sell OY. It was immediately apparent that OY was well cared for both bodily and mechanically and a deal was quickly done before Eddie could change his mind.

I became the proud custodian of an Austin 7 1933 RP Box Saloon.



I have now been on a number of Wednesday Wanders and I must say I am very pleased with my decision to get an Austin 7. OY hasn't let me down so far ,with my only difficulty getting used to the brakes, or lack of them.

I look forward to taking part in many more events in the future,

Postscript : Since I wrote this I have had a problem with the driver side half shaft losing drive. With the loan of some tools from Andrew and a replacement hub and woodruff key all now seems to be ok.

Wednesday Wanders

The Wednesday Wandering crew have been out and about enjoying the roads that might be too busy later in the year.

1st April

To avoid being Fools, everyone arrived very early for this run, starting at Sainsbury's in Helston. Sadly this meant that we didn't get to chat with Martyn Rosevear who arrived just as we were all leaving very promptly, sorry Martyn. Dean Waller led the eight cars on a fantastic journey around the lanes to our final destination of The Trevassack Lake Cafe where fifteen of us enjoyed food, drink and a chat. Chris Smith joined us there in his Morris Mini Minor. The staff were friendly and looked after us well, even arranging for a photo overlooking the lake and cafe.



It was a very photogenic day and there are many photographs this time! The first four are by Chris Smith.



These three are from Nick & Teresa Rouse.

The final trio are from Leonard Adams.



8th April

Leonard Adams was leading this run and had somehow organised the most heavenly weather so far this year. The beautiful sunshine tempted out some less frequent wanderers and the start at The Cornish Oven, Scorrier created a lot of interest and I believe, membership enquiries.



Unusually we had a team photo before we started and it was just as well we were organised for a picnic (topped up by pasties and treats from the store) as there were twenty-one of us. Probably a record!

Leonard's run took us through the lanes and finally out to St Agnes Beacon where we soaked up the sun. Much excitement occurred when Andrew Jarmin notified us there was a chough to be seen



and we all tried to take photographs. I concluded that choughs must have that colour-changing facility which hit the internet a few years ago, as my picture looked more like a crow whereas Leonard had captured the full red of beak and legs.



First three pictures: Leonard Adams, subsequent ones Tamsin Coxen



15th April

The original plans for this changed as the weather started off inclemently, in sharp contrast to the previous week. Dean Waller, leading, came in for the blame as we shivered at Morrison's in Pool. Fortunately as we started off, the rain stopped and by the time we reached our destination of Linden Hey Tea Rooms in Feock, the day had turned into quite a pleasant one. Dean took us around Illogan, down my dreaded Portreath Hill and then through Twelveheads, Bissoe and along Devoran Tramway.

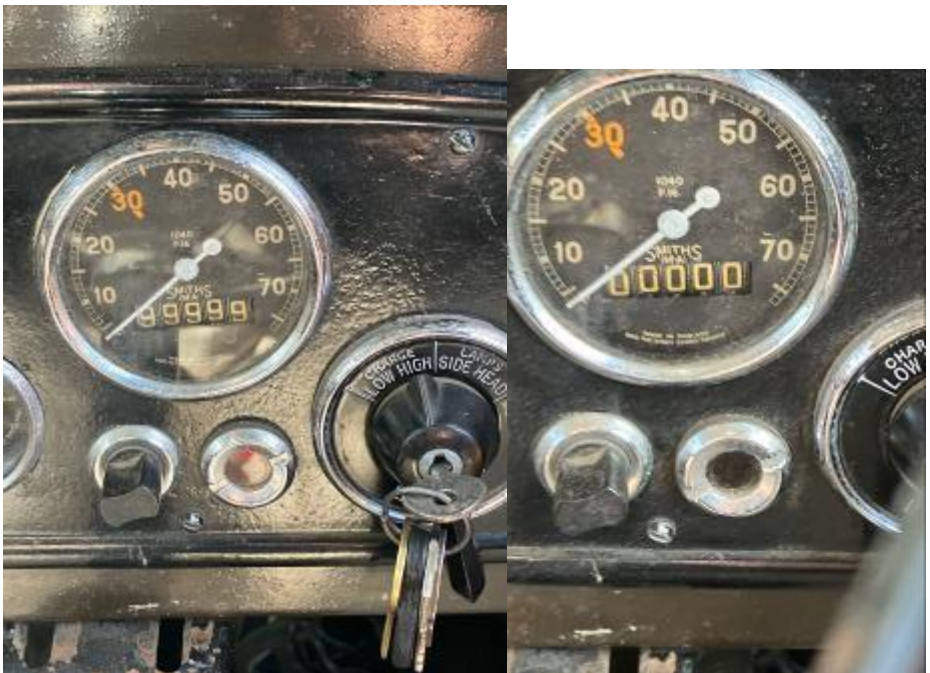


Pics: Leonard Adams

Low mileage car anyone?!

Dean Waller

I'm sure many of you have had the experience of approaching your 100,000 mile mark. When I got my Ruby back on the road in 2021 it had done 89,000 miles. This month it rolled over past the 100,000 mile mark, instantly resetting the clock to 0. No fanfares sounded and no congratulatory certificate arrived from the Association but I did reflect on this remarkable feat of endurance. There is an element of "Trigger's broom" about it - I'm on the fourth block even in my time, although my 1936 coil only gave up life two years ago. Most surprising of all was that the dial wheels didn't all turn back at once, but one at a time from the right hand side. I don't know why but I found it quite unexpected! Roll on the next 100,000 - I'm already on one hundred and seventy four!



Fame again??

Ian Deakin

When we went on the Lizard Run, the landlord of the pub had a few of us pose outside his door. This has now appeared in the Wild Lizard magazine as the publicity shot for The Five Pilchards Inn.



Caption Competition

Suggestions to Editor please.

Pic: Nick Rouse



Editorial

Tamsin Coxen

I'm grateful to Colin Robinson for providing the main article this month about his history with Austins. His article was in a fantastic format for me to incorporate it in the magazine... written in word processing with the pictures sent separately. There were gaps in the narrative with instructions of which picture to insert and the pictures were labelled so I knew instantly which one was which. It really makes my job easier if pictures and text are separated like that but there is no specific format for the text: I can get it from an email or from a document. Even if you think you are no good with words, if you send me a short list of where you went and what you saw, I can usually build it into a fuller article. After all, you've probably realised by now that I don't use just one word where I could use ten!

For Sale 1938 Austin Big 7 Forlite Deluxe.

Blue with blue interior. Sunroof. Starts and runs well, needs using. Ideally needs some paintwork doing but can be used as is.



Comes with original registration and lots of history/books. Recent 6 volt battery. Only two known in the county! Local delivery arranged

£3695 ono.

John Doyle 07989321409

For Sale

New 6 volt battery modern black 421 type 80AH.

Limited stocks available.

Local delivery a pleasure, can dispose of old battery.

£80.00 each.

John Doyle 07989321409

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 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 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



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

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subject to space.

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

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