

April Newsletter 2023

MIDLANDS

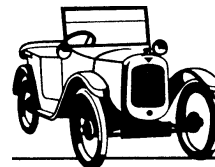
Austin Seven

CLUB



The transformation of a Ruby running gear into an 'Art Deco' Special

Find out more on page 9.



Chair Chat



Hello and welcome to another Chair Chat,

Well the NEC Restoration show went well and with the help of Simon Woodhouse, we managed to make a video on the A7 ignition system. This we showed and went through at last club night which was well attended, and went very well with lots of interest. I mentioned on the night that we are thinking of creating our own YouTube channel to promote the club alongside our Facebook site. So watch this space as they say. Thanks to all those that came to help at the NEC without you these events wouldn't be possible! I'm sure there will be a report on the NEC show somewhere else in the Newsletter so I will leave it there. Simon has his own YouTube site by the way S W Creations that's worth a look!

Saturday 1st April saw Ian and me at Curborough sprint course watching a mixture of A7's blowing out the cobwebs around the circuit. I have attempted to video some of the event hopefully you will get to see the results in the near future. It was very cold on the day so lots of cups of coffee and a bacon,sausage,egg and bean sandwich were required! It was good to see one of our youngest members Alfie Pike there getting to grips with his dads chummy on track as he is still too young to drive on the road. Well that's all for this month, see you at the Talk by Terry McGrath on the cars he has owned next month.

Regards

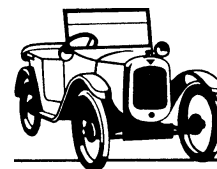
Rick Bishop



Membership

A warm welcome to our new members Keith Read and Andy Bassett. We look forward to meeting you at our events in 2023.





Events Please let Andy Lowe know if you hear of any more events.

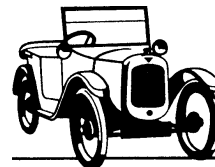
2023 (Club Events in Bold)

15 th April	Pride of Longbridge, invites us to join the Austin Apprentices on their stand (contact Rick)
23 rd April	Drive it Day – Wickhamford Mill visit + picnic, see p15
25th April	Club Night: Speaker: Talk “My life in Cars” by Terry McGrath
30th April	Cotswold Run (Entry form on p17)
30 th April	VSCC Curborough Sprint
6 th May	Coronation of Charles III
13 th /14 th May	Bidford Vintage Gathering (enquires 07747741393)
21st May	Charlecote Park Rally (Entry form on p18)
28 th May	British & Mini Festival, Prescott
28 th May	The Austin Rally, Autokarna, Stonehouse Farm, Mountsorrel LE12 7AA PWA7C
30th May	Club Night: Bring your car & basic maintenance (if dry !)
3 rd June	Kenilworth Show http://www.kenilworthshow.co.uk (Exhibitors -Classic Cars)
10 th /11 th June	SWA7C Bryngarw Rally BrynGarw 2023 form
11 th June	“Cars at the Spa”, Pump Room Gardens, Leamington (https://carsatthespa.co.uk/)
17 th June	All Austin Meet, Great British Car Journey, Ambergate, DE56 2HE. A coach has been arranged from Redditch, contact Nigel Barfoot for details (barfoot100@btinternet.com)
25th June	Gathering in the Garden A celebratory Picnic at Gorcott Hill, Beoley (see P16)
23 rd /25 th June	Upton upon Severn Jazz Festival
27th June	Club Night: Bring something (non-car) interesting or BBQ
30 th June/2 nd July	SA7C Rally, Guildtown (Entry Form)
2 nd July	Beaulieu A7 Rally, PWA7C (entry forms on website)
2 nd July	VSCC Shelsley Walsh shelsleywalsh.com/events (all the seasons events listed)
1 st /2 nd July	Fladbury Walkabout (details: walkabout) Entry's: classiccars@fladburyvillage.co.uk
9th July	Beoley Village Hall open day, display your Austin 7
7 th /9 th July	Dragstalgia, SantaPod
15 th July	Redditch Car Show https://www.shakespearesrally.com/
15 th July	Ombersley Car Show & Fete Details: ann@dornltd.com
13th/16th July	Goodwood Festival of Speed
22 nd /23 rd July	Much Marcle Steam Rally https://www.muchmarclesteamrally.com
22 nd /23 rd July	Shelsley Walsh Nostalgia Meeting https://www.classicnostalgia.co.uk/





Celebrating 100 years of the Austin Seven



25th July	Club Night: BBQ at Wixford (Beoley meeting not open)
27 th -30 th July	Welland Steam & Country Rally https://wellandsteamrally.com/
30th July	Club Run North. Tamworth & National Memorial Arboretum. Details tbc.
5 th /6 th August	VSCC Prescott Hillclimb
5 th /6 th August	Motor Mayhem Custom & Classic show, Tamworth https://www.motormayhemcc.co.uk/
4 th /5 th /6 th August	Gloucestershire Vintage & Country Extravaganza Website
13 th August	Specials Day, Cotswold Wildlife Park, Burford
12 th /13 th August	Shelsley Walsh Hillclimb Championship Round
19 th August	Sandon Fete, Staffordshire, https://www.sandonfete.org/show-info
26 th August	Gloucester Retro
25 th /27 th August	Silverstone Festival (formally Classic) silverstone.co.uk/classic-car-clubs
26 th August	VSCC Mallory Park
29th August	Club Night: BBQ at Beoley (tbc) & Noggin & Natter
8 th /10 th September	Goodwood Revival
16 th /17 th September	Stoke Prior Steam Rally https://www.shakespearesrally.com/
26th September	Club Night: AGM
12 th /15 th October	Midland Model engineering exhibition
31st October	Bring & Buy
10th/12th November	NEC Classic Car Show (tbc)

Members Musings

11 The Great Centenary Challenge Or 'Challenges along the way' by William Waddilove

When you start on a restoration at my car's level and you start to think about electrics some obvious questions arise.

Firstly, 6 or 12 volts and the second one is do I want LED lighting / plus the positive or negative earth question. Actually I don't think it matters just 'go with the flow' and do whatever.

All these options have advantages. Any way I went with the original plan as manufactured at Longbridge and designed by our hero.

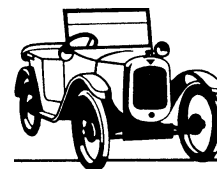
However I decided upon the keep it as simple as possible approach. Stick to 6 volt lighting and don't worry about LED bulbs. It worked when it was built and there was so much to do on the project that any additional complications were to be avoided.

I have seen LED bulbs in use and also 12 volt electrics and yes they are great, but perhaps not for the project now. Actually I heard of one A7 owner who had a 12 volt Severn and 'upgraded' back to the original 6 volt!

So when the metal work was starting to take shape and I had decided upon lighting etc., I decided I needed a 6 volt supply. This was over 18 months before the rally.

I did think about using a 6 volt battery charger for a source. The charger I got was one of those 'smart' ones who 'think'; I am one of those who struggle with machines trying to think for you as you never know what you are





getting so I thought a proper 6 volt battery was the way. This would give a robust source and even cope with the odd short should it happen. After a web search I found a battery supplier and ordered one.

There didn't seem to be much of a range to select from. It came and did what I wanted.

When the work had progressed enough to wanting to fit it in or onto the car it was too big. I did have a thought of putting it in a tray behind the driver's seat in the rear with long heavy duty wires to the starter motor. It must work sometimes as my MX5 has its battery in the boot. (It did take me a while to find it as I looked under the bonnet and thought something was missing!)

However I soon discovered that it would not fit into the hole the Sir Herbert had given me in the Ruby. The 'normal' battery is wiggled though when one of the lids is lifted into the box under the bonnet. To be honest I had not worried about that as I was prepared to buy a 'proper battery' in due course if needed. (What is money when doing a job like this?)

Anyway I went on and did the wiring. And eventually I needed one. I managed to sort out the heavy duty wires to the starter motor. To have the battery in a special place was a complication.

Oh yes I had to hunt for one of those original starter motor wires too, I eventually worked out the routing as they still had their historical 'kinks' in.



It took a lot of thinking and planning and I found the answer. Open up the end of the under bonnet battery / tool box. If you look carefully at the photo you can see a cut just inside the engine side corner and just in front of the bulkhead. I pulled the sheet metal end down and in it went. Prior to that I had made and fitted strips so that the dimensions could be maintained. The strips are now pop riveted on one side and with screw on the other. It isn't a thing I will be doing very often so metal fatigue should not be a problem. All was given a coat of black paint so it is almost invisible (See if you notice the modification?) So now I actually have a much larger than standard 6 volt battery in place which must be good knowing how modest the dynamo output is.

Look carefully to see the cuts and where the reinforcing plates are

And a 12 Volt supply?

So I now have a car running on (or at least with) a 6 volt system and also I realised that the speedometer was not working. However I do have a standard car Sat nav. This runs for a positive earth 12 volt system as moderns are made. There is an obvious incompatibility!

My answer was to get a six to twelve volt converter. (See photo). This can only handle a very low power need but it just about enough.

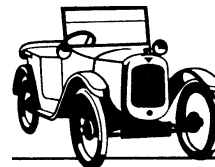
I then set up a normal 12 volt auxiliary (cigarette lighter) socket.

It is mounted on a piece of black plastic board. So it is completely insulated from all other metal work.

I do have a suspicion that the power demand of the sat nav may be on the maximum of the supply and I think from time to time it cuts off due to overloading. I think that it might help with some supply 'damping' and I think that it could be in the form of a 12 volt rechargeable battery (well two little 6 volt ones in series). To me, it might work, but I do get left behind on much in the electrical and electronic side.

Has anyone experience of this sort of supply system?

Mine seems to be reasonably successful.



The little box is the converter.
The pretty drum thing is the flasher unit.
(see other article).



The cigarette lighter socket in a corner of the glove box.

The changing faces of car headlights.

Many people like to personify their car. The shape, positioning and style of the headlights often create an image of a face. When you look at the face of a car, the headlights are its eyes, and are often key element to influencing how we feel about the car. Angled lights can make it look angry; rounded lights often represent a cuter character. The Austin Seven headlights were plain and simple 'function over form'. As technology has developed, the designs have become more intricate, and the ways the lights illuminate the road have become much more precise.

Carbide and acetylene lamps.

The first acetylene lights were introduced in the late 1880s, and were prevalent into the early 1900s, until electric lights become more feasible. Carbide feels like a soft stone, smells like a classic stink bomb. It doesn't occur in nature and needs a substantial amount of energy to be produced. But if you bring carbide into contact with water it produces acetylene gas which is flammable. When you light the acetylene headlights on your car it creates a delicate little flame. The flame slowly gets brighter, with full brightness only after around 10 minutes, so night-time trips had to be planned well in advance. Watch here: lighting the light.

<https://www.youtube.com/watch?v=WL8aHhbV7WA>

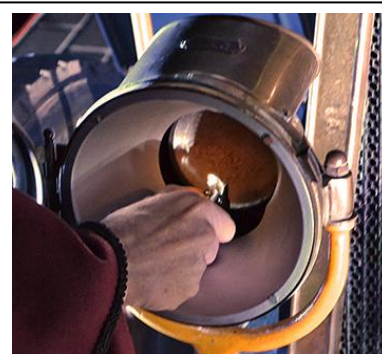
Electric headlights were first introduced around 1900, but took about a decade to catch on as it was very difficult to create a dynamo small enough for the car that still produced enough power to light the bulb.

Joseph Lucas



King of the Road,
Lucas carriage lamp.

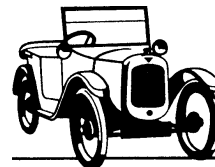
Joseph Lucas was born in 1834, and began his own business of selling lamp oil and household wares in the streets of Birmingham 26 years old using a hand cart. In 1882, Joseph Lucas went into partnership his son Harry, calling the company, Joseph Lucas & Son, changing to Joseph Lucas Ltd in 1897. In 1899 they manufactured the first acetylene gas lamp called the Acetylator that was specifically designed for use on motorised vehicles first type of lamp was designed to burn petroleum which was very similar to paraffin.. A second lamp called Motor Carriage Lamp and burned oil. It was one of the first type of lamps to not only have a 5 inch double convex lens to the front, but also a square bevelled edged glass mounted to the side, with the intention that an illuminated glow would be visible on either side of the vehicle for the benefit of side approaching traffic. Joseph Lucas died in 1902, so his son, continued to develop the business and in the same year the first UK Lucas improved 'Back Light' was introduced. It can be described as a conventional side lamp fitted with a strip of red filter glass that was laid over a flat bevelled-edge lens. Interestingly, this was an attempt to introduce a rear lamp long before it became legal requirement.



Lighting a carbide lamp.



Celebrating 100 years of the Austin Seven



A milestone in 1902 was the development of the first motoring lamp with the Lucas name called, 'The king of the road'. This first pattern lamp continued until 1905, when a new version was introduced, it now incorporated a drip feed and water regulator at the top of the lamp. This is allowed better control over the production of acetylene gas by regulating waterflow converse. The cheaper carbide could now be used.

In 1907 a new lamp was introduced being self-contained and carrying a dual carbide chamber so a reserve charge can be carried if the motorist was travelling a longer distance. Another feature gave the car sufficient lighting but avoided the glare that was generated from the light. This was done was by incorporating a magazine lens and a parabolic reflector, which gave a broad beam illuminating the front path of the vehicle, whilst a gentle light was emanating sideways to illuminate the edges of the carriage way.

Joseph Lucas Ltd continued to constantly strive to become the leading manufacturer of motor-vehicle lighting by the Second World War had totally dominated the accessory scene.

The highway code and lamp design.

With the revolution that occurred in the 1920s, pleasure motoring had become placed within the grasp of many wage earners. The average speed at which vehicles travel to the increased and driving at night, and for longer distances was no longer the exception. This generated a demand for a simple to use electric lighting system as standard equipment. Manufacturers started to include lamps and design features on their vehicles in an attempt to complement their designs as opposed to a bolt-on afterthought.

The highway code did not become part of motoring until 1930, until then lighting regulations that controlled night driving did not exist. However, road etiquette did evolve so drivers were considerate to other road users. Headlamp dazzle became an important issue. Consequently, the first major breakthrough being the dipping reflective which was patented and introduced by Lucas in 1927. In 1928 a further design incorporated an electrically operated dipping reflector actuated by a solenoid performing the dipping function when activated by the touch of a switch suitably placed on the dashboard.

In 1930. The introduction of bylaws requiring the use of parking lights during the hours of darkness and lamp sets were starting to be known as five lamp sets, taken in the form of two headlights, two side lights, and one rear numberplate light, which also incorporated a stop lamp. Sidelights of this period were fitted with what became known as a tell-tale lens on the top of the lampshell. The red lens indicated to driver sidelamp was working at night without the inconvenience of having to get out of the car and check.

The now accepted dipping mechanism activated the nearside headlamp dipping it to the kerb edge and enabling the driver to pick out a pedestrian. In order to reduce the combined strength of beam, the offside headlamp was switched off, leaving only the parking lights illuminated, indicating the full width of the vehicle to the oncoming traffic.

The Lucas-Graves double filament bulb did not appear on the British market until 1930 with only Austin and Vauxhall using it as original equipment on new vehicles.

To begin with, the Austin Sevens' headlights were mounted on the scuttle, before being relocated either side of the radiator in 1928.

Today we have added even more lights, including LED lights and flashing indicators. Safety has to be our main concern in today's fast moving traffic!



The foundation of the motoring electrical equipment can be fixed to the mid 1920s when slowly, but surely the lamps that were fitted to cars became a part of the styling of the vehicle and not just a functional necessity.

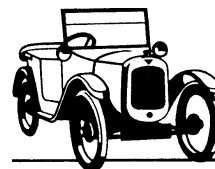
Have you given your car a name? Can you send a photo of your car with its name to the editor and maybe a reason why you chose it?

Sources: The Austin Seven source book. Osran autoblog Jens Tanz

<https://blog.theretrofitsource.com/the-history-of-automotive-headlights-retrofit-source>

How to improve your headlights: <https://www.austin7.org/Technical%20Articles/Headlights/>





For 1932... an even better range of

LUCAS

"KING OF THE ROAD" LAMPS

Models to suit all needs—Prices 2/- to 27/6

New De-Luxe Type Battery Lamp

Dynamos now have Ball-Bearings



LUCAS "CALCIA KING" No. 324 (acetylene) gives a splendid light. With valve feed for rear light tubing. Price 17/6. No. 324T Set, with tail lamp, 21/-



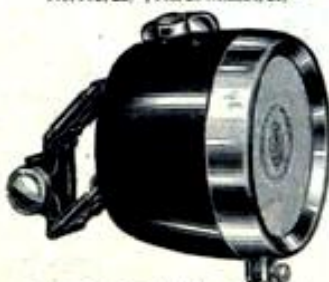
LUCAS DYNAMO SETS, the finest light-givers for cycles, give a brilliant beam with ample light at walking pace. New powerful Dynamos, fitted with ball bearings, are robust, waterproof, dustproof. Nos. 304 and 302 Sets have head-lamps with dry battery and change-over switch, giving a reduced light when required. 4 Complete Sets—No. 304, 27/6; No. 25, 25/-; No. 302, 22/-; No. 25 M.E.S., 20/-



LUCAS "SILVER KING" No. 300 is acknowledged "the world's best cycle oil lamp." Large oil vessel, double-convex Lens, etc. Easy to clean. Price 16/6



LUCAS "PATHFINDER" No. 43 (oil) has plano-convex lens (practically unbreakable). Opening side glass allows lamp to be lit in high winds. Black, 4/- Nickel-plated, 5/-



ENTIRELY NEW MODEL. The new LUCAS BATTERY LAMP No. 305, de-luxe model. With two batteries, and gives two alternative beams. Both batteries combined provide a powerful beam for dark roads, one battery alone gives reduced light for town riding—all controlled by large, easily-operated switch on top of lamp. Very strongly made throughout and attractive in appearance. Handsome weatherproof finish—Ebony Black, Chromium plated Rim. Price 7/6 Battery Refills No. 305R, 5d. each.



LUCAS "CALCIA MAJOR" No. 157 (acetylene). Valve feed for rear light tubing, etc. Price 10/6. No. 157L, with Double-convex Lens, 11/6. Removable carrying handle, 6d. extra.



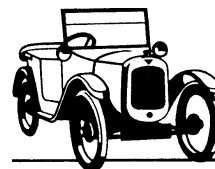
LUCAS "CALCIA CADET" No. 123 (acetylene) has aluminium reflector, side glasses, patent quick-action carbide container fixing, non detachable water-filler cap, etc. Price 5/- Removable carrying handle, 6d. extra.



LUCAS BATTERY LAMP No. 68A. Improved Model; new positive type switch at back, etc. Carrying handle for use as hand-lamp. Price 3/2. Battery Refill No. 68R, Price 8d.

FREE Write for Illustrated Literature describing Lucas "King of the Road" Lamps, Bells, "Girder" Wrenches, Locks, Screwdrivers, etc., Post Free on request.

JOSEPH LUCAS LIMITED, DEPT. B, BIRMINGHAM



NEC March 2023



The MA7C had a stand at The Practical Classics Classic Car and Restoration Show held at the NEC in March. Simon Woodhouse supplied his red special and his current project, the 'Art Deco' special (see the front page). This generated lots of interest during the show including a great debate on the material to be used for the body. Steel, aluminium or even fabric, were debated. I understand that Simon has decided to use aluminium.

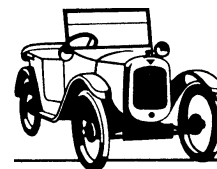
The position of the stand, close to the stairs in Hall 5 proved to be very successful, with a pretty much continuous flow of visitors.

Simon and Rick, the technical experts, set up the monitor which displayed a time lapse video of Simon's build of his red special. They also set about filming a piece on the evolution of the Austin 7 ignition system and how modern components can be used to improve its reliability. Rick showed the installation of a conversion kit which was kindly loaned by Powerspark of Bromsgrove. The resulting video, after editing by Simon was premiered at March's club night, receiving enthusiastic reviews!



The third car is Roger Eborall's 1933 RP, recently purchased from Andy Wheeler, another MA7C member. Roger drove the RN in from Atherstone on Stour for the set up on the Thursday before the show.

Many thanks to the following, Rick, Simon, Roger, Ian, Andy L, Andy A and everyone else who helped to deliver such an interesting stand for the show. Anyone who would like to be involved in the next show at the NEC, in November should contact Rick Bishop or Andy Lowe.



Interesting Inventions

The Stirling Engine

Recent snow reminded me that my mother was a regular at country house sales, usually to buy quality, heavy curtains cheaply for our poorly insulated, rambling old farmhouse. I remember how the snow would blow through the gaps round my bedroom's leaded metal window but fortunately we youngsters didn't seem to notice the cold back then. At one sale she bought a box of assorted bric a brac, probably for just one item, and at the bottom we found a strange toy machine that Dad said was a 'hot air engine', probably made in the 1930s and great fun it was too.

[Robert Stirling](#) is considered one of the fathers of hot air engines, notwithstanding some earlier predecessors—notably [Guillaume Amontons](#) who succeeded in building, in 1699, the first working hot air engine. Stirling came up with his first air engine in 1816, the principle of the Stirling Air Engine differing from earlier ones in which the air is forced through the heating furnace and exhausted, whereas in Stirling's engine the air works in a closed circuit.

A suitable gas is heated and expanded in one cylinder from where it is then shunted to a different cylinder where it is cooled and compressed while the piston delivers the derived power to the driven machinery. The gas oscillates between these heating and cooling spaces, changing temperature and pressure as it goes. Stirling also added a 'Regenerator', which acts as a temporary heat store by retaining heat within the machine rather than dumping it into the heat sink.

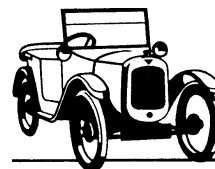
A 2-horsepower (1.5 kW) engine was built in 1818 for pumping water at an Ayrshire quarry, and developments led in the mid 1800s to a 21hp engine that operated all the machinery in the Dundee Foundry, followed by a 45hp version. Later, many smaller engines were built for more domestic purposes, their simplicity and quiet operation suiting them to tasks like pumping water. Eventually they were more-or-less forgotten until Philips decided to market a small generator to power their radios in the distant parts of the world where electricity was rarely available, and the Stirling engine was ideal. However, by 1951 when they started production, the advent of the transistor radio with its low power requirement, put an end to that and to the engine's resurgence.



Then in 1996 the Swedish navy used them in submarines when submerged to recharge batteries and provide electrical power for propulsion, followed by submarines in Japan and Singapore and built under licence by Kawasaki. In this century they have been used to generate electricity using a large mirrored dish to concentrate solar energy, to provide heat to run the generating engine. The 200 year old engine motors on.

Robin Boyce

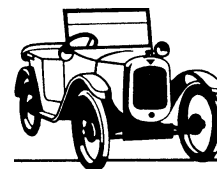
The unexpected 1930's Hot Air Engine.



Caption Corner



I'm sorry officer, was I speeding? On the contrary Sir, I was going to book you for creating a traffic jam.



Technical tips

This month's tips are both related to the ignition system and follows Rick and Simon's film made during the NEC show and shared at the recent club night (I will attempt to provide a link to the video in a later newsletter for those who missed it) - Ed

It's all in the timing!

Austin seven handbooks recommend using the rearmost cylinder block holding down stud as a datum timing the ignition: numbers one and four pistons are supposed to be at TDC when a line on the clutch cover plate with 1 and 4, stamped each side of it, are aligned with the stud.

Having had a flywheel skimmed, I decided to put a new dead top centre mark on the flywheel rim. This can't be done accurately just by turning the engine until the piston stops moving up the bore, as it can be turned several degrees without a piston moving.

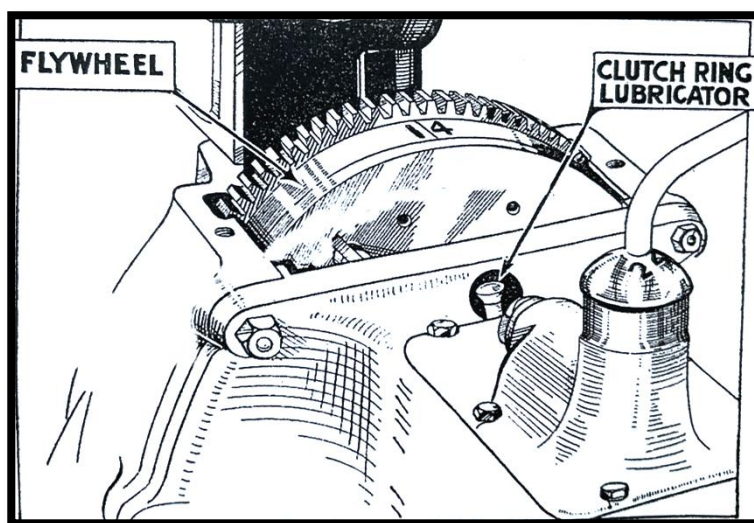
I did it by placing about a $\frac{1}{4}$ " thick washer on the top of number one piston crown, refitted the 1937 head and turned the engine until it nipped the washer, i.e. until it wouldn't turn any further but without forcing it.

The piston of course stopped short of top dead centre by the thickness of the washer, which was a certain distance short of the TDC on the flywheel. I marked the position of the rear stud on the flywheel at this point with masking tape and I felt-tipped pen. I then turn the flywheel in the opposite direction so that the piston fell and rose until the washer was nipped again. It was now exactly the same distance from TDC as was before, but on the other side of the stud. I again marked the stud position on the flywheel. The top dead centre position would be, of course, exactly halfway between the two marks, so I painted the line in this position.

When I fitted the clutch, I was astonished to find that Austin's TDC mark, the $\frac{1}{4}$ " line, was about $\frac{3}{4}$ " different from mine. I checked, double and triple checked with exactly the same result. I know that someone else had told me that they have discovered the same with the engine, but I don't remember who!

Has anyone else come across this or can explain it? Did the bolt hold positions on the clutch or flywheel change at the same time? Both the clutch and the flywheel were the 1933 to 1937 type with an Austin clutch.

Author unknown from www.da7c.co.uk

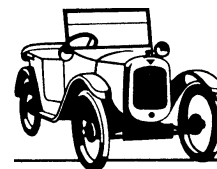


Please write to us if you have had a similar experience.



Why you must not get your 'CB' and 'SW' mixed up with your +ve & -ve !

The ignition coil is essentially a low voltage to high voltage transformer and the coil case is not grounded and both primary and secondary windings inside the case are isolated from the case. The only thing the windings have in common is one end connected to the same primary terminal. Being a transformer it must have pulsating dc on the 12 volt primary coil, generated by the points in the distributor, to generate high voltage on the secondary output. A transformer is not affected by polarity, since it is an alternating current device, so it matters not what the primary polarity is. Any polarity on the primary will produce the same amount of voltage for the high voltage spark plugs. Why then do we worry about coil polarity?

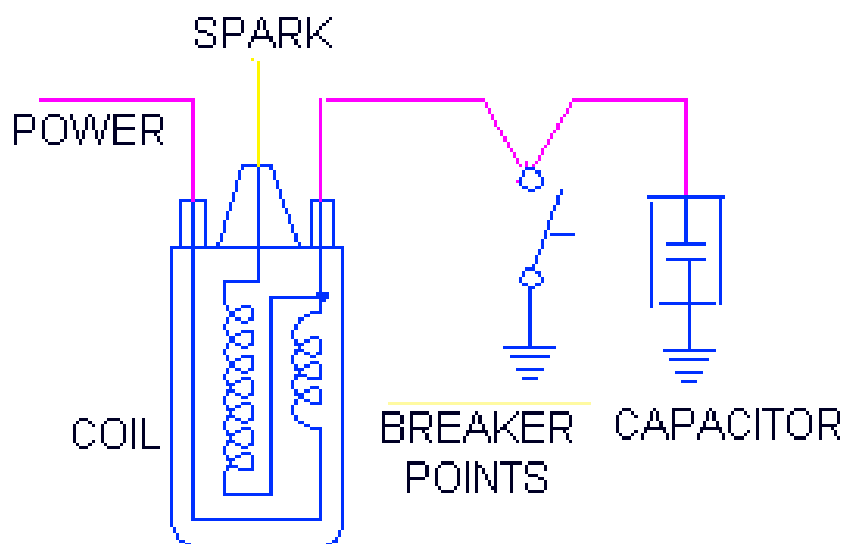


Because the spark plugs do care which way the electrons are flowing in the high tension circuit. The spark plug has a thermally insulated centre electrode (surrounded by ceramic). With engine running the centre electrode runs substantially hotter than the exposed end electrode. As electrons go, they love to “jump” away from a hot surface and fly toward a colder surface, so it is easier to drive them from hot to cold rather than from cold to hot. The end result is a difference of 15 to 30 percent in voltage required to make spark “initially” jump the gap on the plug depending on which way it is going.

So, the spark plug prefers to see a voltage potential that is negative on the centre electrode and positive on the end electrode for the very first hop of the spark. Oddly enough, this has nothing to do with polarity of the vehicle electrical system, but it is influenced by the common connection inside the ignition coil. The common knowledge bit about electrons is that they carry a negative charge. This means the direction of flow of electrons in a car is from the battery negative post through the wiring to the battery positive post. If you reverse cable connections on the battery the current flows in the opposite direction through the vehicle wiring.

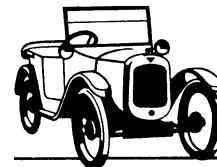
For most original functions this matters not, as most original equipment is not polarity sensitive (except maybe the optional radio). As one end of the primary winding in the ignition coil is connected to one end of the secondary winding, reversing polarity of the coil primary side will reverse the drive direction of the spark current in the secondary on the output side. So reversing vehicle electrical system polarity will reverse direction of spark drive.

The engine still runs either way, but spark will be more reliable if you get it right. The simple fix for this is to reverse the two primary wire connections on the ignition coil. So how do we know which way to connect the ignition coil for best results? Original production coils were generally marked on the primary terminals “SW” for Switch and “CB” for Contact Breaker. This was assuming the vehicle wiring was connected for positive earth (positive battery cable grounded on the chassis). If the battery polarity is reversed (going to negative earth), then these coils need to be connected with “CB” to the ignition switch and “SW” to the distributor points wire. Later issue ignition coils are marked “+” and “-” on the primary terminals and the terminal markings need to match the battery post polarities. For positive ground the “+” terminal goes to the distributor. For negative ground the “-” terminal goes to the distributor.



Mike Wade

Article courtesy of the Austin Motor Club of Queensland, Australia
<https://austinmotorvehicleclubqld.org/blog/2020/3/4/ignition-coil-polarity>



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.

Shippo 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.

Sales and Wants

Nigel Parker is looking to sell his Ruby:

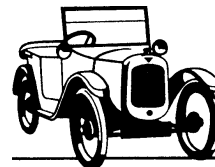
We purchased this Austin 7 1934 Ruby from a gentleman in Cheltenham, it was in boxes, in approx 1994!
I finished the rebuild for our son's wedding in 2005.



It is in good condition, we are looking for £6,500.00.

Could we ask to be contacted via email
nigelcparker@yahoo.com in the first instance
please?

We live approximately 11miles North of
Cheltenham.



Event Details

A 'Drive it day' invitation Sunday 23rd April - Come and visit Wickhamford Water Mill

Midland Austin Severn Club members and friends are invited to get the dust covers off their cars and come and see this water mill. If you missed the open day in August now is your chance.

John and Richard Poulter, the owners supported by William Waddilove (who may have his Ruby there) invite you to come and see the restored mill. We hope to have the water wheel running and grind some flour and demonstrate the sack lift and enthuse you with guided tours.

The mill ceased working about the time our Sevens were made. It next ground wheat in August last year having been through a period of dereliction and a lot of restoration.

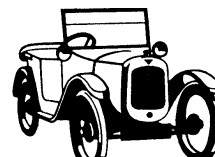
We look forward to seeing you and offering drinks from 10.30 to 3.30 pm.

Please feel free to bring your own picnic and sit on the grassy banks by the stream and mill pool.

Directions; From the Evesham bypass take the A44 to Broadway. After one mile just after the Wickhamford village sign is the Mill Farm Drive on the right (very easy to miss)

If you plan to come please let William know. Email william@waddilove.co.uk or text his mobile 07786 540 812. To give us an idea of numbers.

If you forgot your food or wish to dine out, a mile further on is the Wayside Farm Shop with tea room and cider sales. <https://waysidefarmshop.com/> Ask Tom to show you his cider press and store. He did say that this should be their first day selling asparagus!



ANOTHER CENTENARY



Robin & Julie Boyce invite you all to a

BIRTHDAY PICNIC

June 25th

Our Chummy is 100 years old!



Bring a Picnic, chairs or rug
Lots of space and some seating in the garden

Tea and coffee provided
A birthday cake and bubbly to wash it down

Secure parking in the paddock, suits Austin Sevens!

Holly Cottage, Gorcott Hill, B98 9EW
then follow the signs



The 'Golden Jubilee' 60th

National *Austin Seven* Rally

Beaulieu - Sunday 2nd July 2023

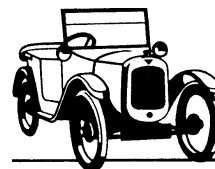
The largest annual gathering of
Austin Seven enthusiasts, vehicles and trade suppliers.

Special Display:
**'COMMERCIAL & MILITARY SEVENS
+ BIG SEVENS**

Entry forms will be made available
from mid-March 2023
on the PWA7C website.
www.pwa7c.co.uk

Rally Organiser - Ian Nelson.
ian.s.nelson@btinternet.com
07803 888585





MA7C Cotswold Run '23

On Sunday, 30th April 2023

A picturesque run around the Vale and Cotswolds with a lunch stop at a suitable watering hole, which also provides food.

NB. There is a limit of 24 cars for this event, so please, register early to avoid disappointment.

Start: at Cotswold Cycles & The Revolution Café, 3 Cotswold Link, Cotswold Business Village, Moreton in Marsh. GL56 0JU.

At 09.30 hrs prompt.

(In the centre of Moreton in Marsh, at Button roundabout by the Redesdale Hall, turn East on to the A44 for Chipping Norton, Oxford and the Fire Services College. In 0.7 miles turn Right into the Cotswold Business Village & immediately Right again into Cotswold Link & immediately Right again. [Yes, 3 Rights]. Cotswold Cycles & the Revolution Café is the first unit on your Left. Slow! Beware of the Cyclists!

By kind permission of Sara & Jeremy of CC&RC

Finish: at the Ranch Caravan Park, Honeybourne. WR11 7PR

With entertainment by the Bretforton Silver Band and afternoon tea, by kind permission of Sheila, Andy & Stephen Attridge.

Car Entry Form

Entry fee: £4.00 at the CC&RC, please.

MA7C Cotswold Run '23

Start: 09.30 hrs. Sunday, 30th April 2023 at Cotswold Cycles and the Revolution Café, 3 Cotswold Link, Cotswold Business Village, Moreton in Marsh, GL56 0JU

This vehicle is taxed, insured and fit for purpose on the King's highway.

Name: Signature:

Address:

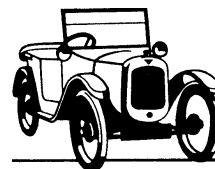
Post Code: Tel:

Vehicle Reg: Model:

Return to: Brem Bremner-Smith by Email or Snail Mail as per the Committee List

The Sunday Luncheon Menu will be circulated to successful applicants closer to the event, as we will need to pre-order for c48 persons.





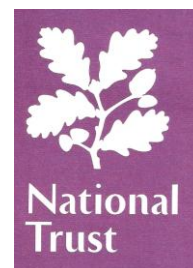
Midlands



Charlecote Park Rally 2023

Sunday 21st May 2023

Midlands Austin 7 Club



You are invited to enter a Rally at Charlecote Park in Warwickshire, overlooking the river Avon on the edge of Shakespeare's Stratford. Still the Lucy family home after 900 years. Stroll through the gardens that Mary Elizabeth loved so dearly, from the formal parterre to the shady woodland garden with rare plants and borders full of colourful herbaceous planting. The kitchen, laundry, brewhouse and the stables; which houses the family's carriage collection, each with its own story to tell.

Picnic and wander through the wider parkland, inspired by 'Capability' Brown, with views across the river Avon. There historic herds of Jacob sheep and fallow deer roam freely here and you can see them at close quarters all year round. **DOGS must be on a lead at all times** because of this. We shall be displayed along the main drive to the gatehouse & house.

Entry to the Rally costs £7 and includes entry to the house and gardens on production of either NT card or MA7C card and a souvenir rally plaque. The rally field opens at 11am until 4pm., but of course entrants are free to come and go as they wish. There is a shop, and a restaurant providing lunches and meals.

Events

A self-judging concours will be for classes shown below. All vehicles must have insurance, and vehicles entered before 7th May will be included in the entry list.

A discovery quiz for kids of all ages to follow around the grounds. Some outdoor games available.

A guided walk around the formal gardens. (20mins) All welcome.

Directions: 6 miles south of Warwick on north side of B4086. 5 miles from Stratford on Avon. Close to Wellesbourne. Use postcode CV35 9ER for SatNav Signposted with brown tourist signs. Postcode: CV35 9ER **Map**

Ref: 151:SP263564

Car Classes

1 Austin 7 Black Rad

2 Austin 7 Chrome Rad

3 Austin 7 Painted Rad (Ruby's)

4 Non Austin 7

To enter send your completed form with remittance to: Andy Lowe, 38, Kingswood Road, West Heath, Birmingham B31 4RP. Please enclose a SAE if you require confirmation of entry. Please make cheques payable to MA7CLtd. Further enquiries: 0121 477 0547 or e-mail: lowespeed07@gmail.com

Charlecote Park Rally, Sunday 21st May 2023

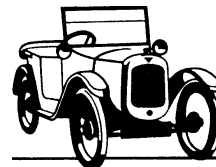
Name..... Vehicle make.....

Address..... Registration No.....

..... Year & Model.....
Tel No (Optional)..... Class entered.....

entry complete ☐ entry fee enclosed ☐ SAE enclosed, if confirmation required ☐





National News

Austin 7 Clubs Article

Gez and Josies' Incredible Adventure

By Gez Parton

Many of you will know me from Facebook and various events around the country. In 2021, one of my Austin 7s called Josie, drove from Findon to John O'Groats to Lands' End and back to Findon. In 2022 we drove to the Scottish Austin 7 Rally and in July attended the Centenary Rally in the Cotswolds.

Josie is a 1936 Austin 7 Mk 1 Pearl that I have owned for 12 years.

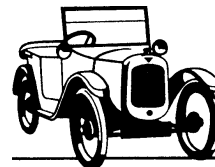
This year we plan to travel the whole of mainland Great Britain (including Scotland and Wales) via the coast. We are doing this to raise money for the RNLI (Royal National Lifeboat Institution). This journey will be approximately 5,000 miles and will take Josie and I about a month to complete during the summer. Given that on one infamous occasion we broke down 30 seconds after leaving the house, this is clearly going to be a challenge! As you all know we have a fantastic network of Austin 7 owners in the UK and we hope to stay with many of you on our travels. A bed, a garden or even a field that I can sleep in for one night would be an amazing help. If you are able and willing to provide me with some form of accommodation, please email me.

I have set up a Just Giving Page, and if you would like to donate to this amazing cause, the link is:

<https://www.justgiving.com/page/gez-parton-1679494033534>

If you are interested in seeing my itinerary and route please email me at gezparton@hotmail.com.





Committee Corner

Midlands Austin 7 Club (MA7C)

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