

**96
PAGE
BUMPER
ISSUE**

BRITAIN'S BEST-SELLERS

CELEBRATING A CENTURY OF FAMILY FAVOURITES

CLASSIC CAR WEEKLY

BUYING ■ SELLING ■ NEWS



47 greatest hits from Austin to Vauxhall
Road tests, buying tips and your stories
Cars that Nick Larkin loved...and bought!



1000 AUSTIN SEVENS MARK CENTENARY AT WORLD RECORD RALLY



Austin Seven owners from as far afield as the US, Australia and Argentina have helped to make the model's centenary its biggest-ever gathering. The Austin Seven Clubs Association said that the five-day rally had taken 70 people three years to put together, and included a Seven-themed museum. Secretary, Paul Lawrence, said: 'Some really special cars took part, including single-seater race versions - there was something for everyone.'

PICTURES OF THE EVENT'S STAR CARS PAGES 2-4



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**PLUS WE TAKE ON THE MILLE
MIGLIA IN AN MGA ROADSTER**

**6 PACKED
PAGES
OF NOSTALGIA
IN THE WAY
WE WERE**



**'60s, '70s
AND '90s CARS**

**DAWN OF
MOTORING
AUCTION'S
STAR BUYS
DRIVEN**



PLUS PADDY HOPKIRK REMEMBERED WHAT MADE HIM A RALLY ACE PADDY IN HIS OWN WORDS

BRITAIN'S GREATEST PEOPLE'S CARS



The event's continental Austins included this 1928 Chummy, which travelled all the way from Munich with its owner of 27 years, Gisela Eisenhut.



Steve Hodgson from West Sussex brought along his AB-bodied 1924 Chummy, which he's owned for 34 years.

John Day with his 1932 Austin Seven. The wired contraption hung from the side is a radio antenna. The War Office designated the car 'WO-57'.



Ronald Ray and his 1935 Austin Seven APE Opal. The car was bought in the late 60s for just £15.

Chris Parkhurst and his well-travelled Austin Seven, aka Crusty. Chris and Crusty completed the Peking to Paris challenge in 2007.



Paul Claricoates bought his all-aluminium Super Sportsman-bodied 1932 Seven back in 1972.



Gez Parton and his 1936 Austin Seven AC Pearl, CUV 949, aka Josie. He restored the car after it had sat in a field for ten years.



Nick Forrester sets about re-fitting his 1936 Austin Seven ARQ Ruby Mk1's door pillar trim, after replacing the trafficator at the fair once he'd bought a replacement part.



Ian and Gill Cardy brought along their treasured 1925 Seven Chummy, which they bought in 1956 when they were students and still use regularly some 67 years later.



Derek Brown's 1927 Gordon England-bodied Austin Seven, SV6557, is known as the Egham Thunderbolt.



Dad and son Alan and Colin Tonge brought their 1935 Ruby Tourer, which has been in the family since 1969, from County Meath, Ireland.



Roger Pugsley and his brace of Nippys. The red one has been a long ongoing project, while the green one was just intended to be a bridge car to enjoy while the first was restored.



Helping to fly the flag for Seven-based specials were Dave Allen from Rugby with his 1937 RTC Special and Philip Ball from Goole with his one-off bodied 1931 Short Chassis model.



Ian Nelson has owned his 1937 Austin Seven Pearl Cabriolet for 32 years. He's organised the Beaulieu Rally for the past 17 years.

Austin Seven Clubs Association chairman, Nick Turley, and wife Sue showed off their 1925 Chummy. Its original district nurse owner nicknamed it 'Jumbo' on account of its colour - and the moniker has stuck ever since.



July
27
2022

BRITAIN'S GREATEST PEOPLE'S CARS

Celebrating a century of the UK's family favourites

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SEVEN HEAVEN

More than 1000 Austin Sevens took part in the model's official centenary celebrations last weekend, making it the biggest-ever gathering for the car

Austin Seven advocates brought more than 1000 of their classics from around the world together for a five-day celebration of the motoring pioneer's centenary.

The Austin Seven Clubs Association said that the event, supported by 17 clubs catering for the car, had taken more than 70 volunteers three years to put together, with cars being brought along from as far afield as Argentina, Australia and the United States to mark the occasion.

Secretary, Paul Lawrence, said: 'When we first talked about getting 1000 Austin Sevens together, we didn't know if it was just the beer talking or whether it really could be done. But here we are after a lot of hard work by a lot of people, and it's something that's never happened before. Some really special cars have taken part, including some very original Sevens from the David Mawby collection and a number of single-seater racers.'

'People have come from all over the world to be part of this event and I'm

not sure if there'll be another event of this scale in the future - maybe in another 100 years we might think of putting on another one!'

The centenary rally included a day of motor sport demonstrations and runs at Prescott Hill Climb and a grand-scale picnic to mark the Seven's original launch - with owners encouraged to wear period dress - plus a series of runs for Seven owners in and around the Cotswolds, with the centenary culminating in the 1000-car rally at the Fire Service College at Moreton-in-Marsh in Gloucestershire last Saturday (23 July).

Federation of British Historic Vehicle Clubs chairman, David Whale, who brought his French-assembled Rosengart along for the displays, said: 'It's tremendous to see 1000 Sevens together, and my hat goes off to the clubs that have made it happen.'

'It's an iconic vehicle that has captured the imagination of people from a very early age, appeals to the complete demographic of classic car owners and engenders massive enthusiasm.'

The gathering was not only the largest-ever gathering of Austin Sevens but also one of the biggest events that focused solely on pre-war cars. Incredibly it was even significantly larger than the Seven's golden jubilee rally, which was held at Longbridge back in 1972.

Diana Garside, who showed off a 1929 Seven that she and River Dukes had driven more than 11,000 miles from Buenos Aires to New York, told *Classic Car Weekly*: 'These cars open doors - the Austin Seven is a great equaliser wherever you happen to go in the world.'

'It's been amazing to see so much variety at this event. Every car taking part had a real story to tell, and every single one of these stories was a really compelling tale.'

'It's a testament to how well engineered these little cars were that so many survive and that they're being enjoyed by so many people, in so many different ways, to this day.'

David Simister



Adam Wragg in one of his father's creations, an Alan Wragg special, 850 MRM, aka Wragg Racer, is one of 12 Wragg 7 Special MkIIIs. Some models were supercharged, some adapted to run on methanol. All were single-seater conversions built on the Austin Seven chassis.

IMAGES: David Simister/Jonnie Billington

THE BEST-SELLERS, FROM TWENTIES TO NOUGHTIES

Welcome to a special issue of CCW, kicking off with the centenary of a very special car. The Austin Seven paved the way for Britain's

love of mass-produced family motors, and we're looking back at more than 40 of the UK's best-sellers over the next 20 pages. It is truly

remarkable that not only did the Seven kick all of this off, but that so many are still being enjoyed.

DAVID SIMISTER EDITOR

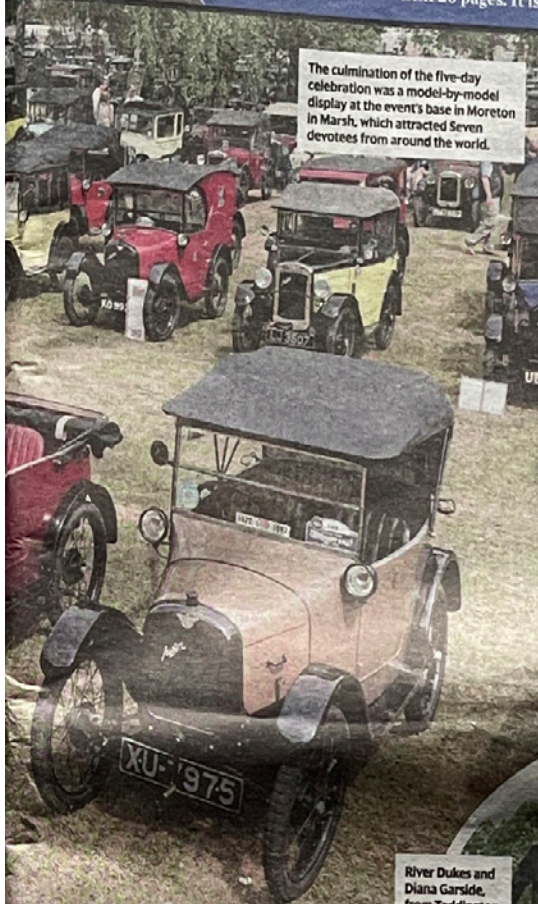
When Princess Elizabeth and an Austin helped to win the war



The stories of the Fifties and Sixties cars you still cherish

The culmination of the five-day celebration was a model-by-model display at the event's base in Moreton in Marsh, which attracted Seven devotees from around the world.

Ruth Pooley and her 1926 Ulster Special Austin Seven. Fitted with a reproduction body, which John Heath installed in the 1990s.



James Gilpin and his 1926 Austin Seven van, IA 7357. Bought five years ago, it was in good condition and didn't need much work. The paint scheme is a custom job.



Owen King with his 1930 Austin Seven Ulster, UX 7635.



Brian and Jean Shaw from Melton Mowbray have treasured this 1931 RM saloon for more than 40 years.



River Dukes and Diana Garside, from Teddington showed off the 1929 Chummy given to Diana as a wedding present. It's been on numerous tours, including to Ushuaia in Argentina.



John and Mary Follows from Leeds brought their 1930 Seven Chummy along to help represent the Yorkshire Group of the Pre-War Austin Seven Club.



Mark Compton and Helen Dendulk from Tewkesbury and their 1933 AH Tourer. It's Mark's first Seven that he snapped up two years ago.



Ten-year-old Henry and his Austin Seven Ruby at the centenary event. He's rebuilding it with help from his grandparents and uncle.



This 1927 Seven AD, brought along by Ann Robins and Mary Whitmore, was one of 25 representing Chummy Ladies, a national group representing the Seven's female fans.

Harry Hales' 1937 Austin Seven AAK is a regular on the Land's End to John o' Groat's route. He once completed the route in less than 19 hours!