



# Devon Sevens

May 2020

Newsletter for

Issue 126

## The Devon A7 Club



With no events taking place at the moment, here are a few memories of May outings in previous years.



## Chairman's Chat - May 2020

Well who would have thought that after our A.G.M. our lives would change so radically. I do hope that all members are safe and you are doing everything possible to stay that way. So how are you all spending your time away from your cars or perhaps you are doing those jobs on the Austin that have been put off for some time? There is one point worth mentioning and that is battery care as our cars are virtually laid up with little or no use. Many years ago when I bought a battery for the Ruby from a local supplier I asked how one should look after a battery which is in a vehicle that is not being used on a daily basis. The answer was to partially discharge and recharge the battery on a regular basis about every two weeks and that keeps the plates in good condition.



I just have an old Ruby side light with two wires and crocodile clips on the ends to clip onto the battery, the bulb is low wattage and I leave it on for two or three hours. After that I recharge the battery until it is showing full and the job's done until the next time, by the way put a note in your diary when you have done it especially if you have more than one Austin!

Apart from keeping a check on the batteries, I am doing very little with the Austins. The allotment is keeping me nicely busy at this time of year with lots to do in the way of digging and planting. I must admit it is wonderful to escape to the plot even though we are lucky enough to have a garden. The pear and cherry blossom has been superb this year especially with the wonderful weather that we are enjoying so I hope the pollinating insects have been hard at work.



Apart from the allotment I have loads of projects that keep me in the workshop, you might read about the lawnmower project elsewhere in the mag. So I do hope that everyone is keeping their heads down and next month we have some better news to report.

*Richard Bishop*

## New Members

We welcome 2 new members to the club this month and look forward to meeting them at events - hopefully in the not too distant future.

**Philip Drinkwater** lives in Paignton. Philip is currently looking to buy an Austin 7 - please see page 14 if you think you can help in his quest.

**Clive Norton** lives in Stoke Fleming and owns a 1928 Chummy. Welcome back to the Devon Austin 7 Club Clive.

## Thank you!

Well, thanks to everyone who responded to my appeal for copy last month, we have a full, varied and interesting newsletter for you to enjoy.

Please keep the articles coming and hopefully we will have another bumper issue next month - happy to receive anything A7 related - however loosely!

*Janet Aylmore (editor) Contact details on back page.*

*The deadline for the June issue of 'Devon Sevens' is Wednesday May 20th .*





## Secretary's Notes - May 2020

Well that's been a different sort of month!! Early Spring is usually so busy with the first A7 events of the year and planning well in hand for the main shows of the Summer. However I trust that everyone is keeping safe and well and looking forward to the time when we can all be out and about again, driving our 7s.



Elsewhere in this newsletter, you should find a 'welcome' to 2 new members. One of whom, Philip, is looking for a car to buy. I have also been contacted this month by another member who is keen to acquire a 7, so if you are thinking of selling, or know someone who has a car which might be available, please let me know and I'll be happy to put you in touch.

Whilst our friends at 'Re:Fuel' have, along with other organisers, had to put on hold their monthly meetings at Dunkerswell, they have been busy coming up with new ideas to support the local automotive community. Over the last couple of months, they have been working hard to create a dedicated, indoor, secure car storage facility that enthusiasts across the region can utilise with various levels of service. They have established '**The Vault**', a large, indoor, secure facility located between Honiton and Exeter Airport and can offer storage ranging from just a simple space to an air-sealed chamber, all indoors and undercover. Prices are very competitive and if you mention 'Devon A7 Club', a 15% discount is available for members. You can see full details at [www.re-fuel-vault.co.uk](http://www.re-fuel-vault.co.uk).

I came across an interesting supplier this month. They do a large range of engineering tools and hardware but unlike many companies, they still hold stocks of Whitworth and other imperial sizes. Not a full range, and I understand that their stocks do fluctuate, but if you are looking for some bits, they might well be worth a try – York Fastener Centre – tel. 01904 430990. [www.fastpack-yok.co.uk](http://www.fastpack-yok.co.uk) I bought some 0BA size round head slotted set screws & nuts to replace the metric hex nuts & bolts fixing my rear number plate support.



Let's hope that by this time next month, there will be some 6Volt light at the end of the tunnel. Until then Keep safe.

*David.*

**CANCELLED**

**Unfortunately the following events/meetings have had to be cancelled or postponed due to the Coronavirus outbreak.**

Devon Vintage CC Autojumble at Buckfastleigh on May 3rd.

VE Day Commemorations in Barnstaple, May 9th and 10th have been postponed until May 8th and 9th 2021

VE Day Celebrations in Brixham, May 8th - 10th have been cancelled.

'A Quest for Pearl' due to take place in May has been postponed.

Classic Car Day at Killerton on Sunday 17th May 2020.

East Devon Amble arranged for Saturday May 23rd has been postponed - a new date will be advised in due course.

Stoke Gabriel Cricket Club Vintage Show due to be held on Sunday June 7th has been cancelled.

Historic Vehicle Gathering at Powderham organised by the Crash Box & Classic Car Club, scheduled for July 11th & 12th 2020 has been cancelled. Provisional date for next year's show is July 10th and 11th.

Waterhouse Farm Vintage/Classic Car Day on Saturday July 25th.

**More events are likely to be cancelled or postponed, and the club will try to keep you up to date via the website or Facebook page - see page 15.**

## **Vintage & Classic Weekend, RHS Garden Rosemoor 1st & 2nd August 2020**

Now in its tenth year the Vintage & Classic Weekend has proved to be one of Rosemoor's most popular events with Vintage Vehicles, Motorcycles, Tractors, Model Railways and Horticultural Machinery. In 2019, the event attracted over 2000 visitors a day making it one of the biggest events of the event calendar and the biggest show since its creation ten years ago.

The event is held at the Arboretum Lawn on Lady Anne's side of the garden, which will give a beautiful backdrop to the vehicles on display. (See picture below). There is a small café and toilets available at this side of the garden, or it is a couple of minutes' walk to the visitors building where the main restaurant is located.

There will be a pop up beverages tent, where exhibitors will be able to enjoy free teas and coffees, and separate portable toilets will be available just for exhibitors. Vehicle exhibitors also receive free entry to Rosemoor Garden and free camping is available on site for those wishing to stay over. This is only available to people with campervans, caravans or converted vans. A toilet block will be accessible all night, but this does not have shower facilities. As the event is held inside of the garden, it is the RHS policy of **no dogs**, unless they are registered assistance dogs.

An entry form for this event can be found on the Members' section of the Club's website, or from Carrieann Moore (events co-ordinator at Rosemoor) on 01805 626810, e-mail [carrieannmoore@rhs.org.uk](mailto:carrieannmoore@rhs.org.uk)





## *Merry Harriers*

**Classic Car & Bike Show**

**Monday 31st August  
11am - 4pm**

**including Auto Jumble**

An entry fee of £5 per car is going towards supporting The North Devon Hospice.  
You are welcome to bring Auto Jumble with you.

There will be a prize for the best in show  
Afternoon cream tea for two for every Entry

*Entry forms available from the Merry Harriers website  
or from the member's section of the DA7C website.*



## **The Sidmouth Classic Car Show and the Coronavirus outbreak**

**Scheduled for September 19th 2020**

The organisers plan to make a decision in mid June as to whether this event will take place this year. If Austin 7 Club members would like to contact Barry Sangster, he will hold their details and let them know as soon as a decision has been made.

Contact Barry on 01395 514262, e-mail: [marionberry@icloud.com](mailto:marionberry@icloud.com)

## **Con-Rod Teaser**

I guess that this is a query that is normally found in the A7 section of Facebook, but I thought that I'd throw it open to club members instead.

While re-building the engine from my 1926 Top Hat, I came across this asymmetrical con rod. 'Easy', I hear you say, 'Someone has ground down one side'. But no. As with the standard con rod there is a matching groove in the casting on each side, so this must have been how it was produced. But why? The other three con rods are the normal full size, so where did this one come from? Is it from an earlier engine?



*John Turley*

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John – we have had no response from members regarding your 'off-centre' con rod, but I would suggest that it may have come from an engine of much later date than your 'Top-Hat' and belong to a 3 bearing engine built between 1936 & 1939. I stand to be corrected by those with greater experience of these engines than me.

*David.*



## North Devon Enthusiasts Group

The North Devon Enthusiasts Group's evening runs have been cancelled until further notice. Meanwhile here are a few photos of happier times.



Chris Hartnoll

## June Newsletter:-

Please send your letters, comments, articles and photos to [devon.sevens@hotmail.co.uk](mailto:devon.sevens@hotmail.co.uk) or by post to Janet Aylmore, Corner Cottage, Ideford, Newton Abbot, Devon, TQ13 0BG.

Copy for inclusion in the June issue should be with me by **Wednesday 20th May 2020** and the newsletter will be distributed on or before **Wednesday 27th May**.

To avoid any possible problems with copyright, please confirm, when sending in articles, photo's diagrams, maps etc, that they are free from any copyright restrictions. For information, the copyright remains with the originator of any photos etc for 50 years and the originator's permission is required before they can legally be reproduced or distributed. Within the very friendly A7 world, there is generally not a problem, so long as the originators copyright is acknowledge but I need to be made aware of the situation before publishing.

Many thanks. Ed.

## Memories

Reading Mike Moore's account in the February/March newsletter, of his meeting at Widecombe with visitors from the USA, reminded me of an amusing encounter I had a few years back.

I went to Paignton a few years ago to a hardware store in our Seven, before returning I called at the Oldway filling station to top up for the coming weekend. Coming out of the kiosk after paying, a passing pedestrian came smiling up to the car and correctly identified it for model and year.

He had a strong American accent and I expressed surprise that he knew about Austin Sevens at all, let alone the model details. He told me he lived in California and had brought his wife over to visit the area. He was born in Tavistock and saw many old Austins in his schooldays. I asked where he was staying, it was at the Redcliffe Hotel on the Paignton seafront. Such was his enthusiasm that I offered him a ride back there in the car, he promptly abandoned his walk and accepted.

I said, "I had better switch on the air-conditioning, for you Californians that's essential", so as we set off I slid the roof back, opened the windscreen and the brass side vents. He could not stop smiling and was amused by folk waving as we passed them. On arrival I drove up to the Hotel main entrance and he asked if I could wait while he fetched his wife. I said, "well tell her you have rented a car". He went into the hotel calling "Honey come and see this". In the meantime I realised I was outside a prestige hotel in my overalls so I stood aside as they approached. After they had taken many photos he thanked me for making the day and we parted.

Regrettably we did not exchange email addresses so I did not see the photos but it was a very pleasant encounter.

*Eddie Eddles*

## "One Man's Junk is Another Man's Treasure"



Bag of dry Firewood for sale 50p

**or**

Set of invaluable original timber templates for early 1932 RN Box available to intrepid restorer FOC. Collect Axminster. (when it is safe to do so!)

*NB some elements very delicate due to historic wood worm, probably inactive but full PPE recommended.*

Contact Mike Moore: [mike@mgmoore.co.uk](mailto:mike@mgmoore.co.uk)

## Keeping busy while keeping safe at home

It was such a short time ago that we held our A.G.M. followed by a meal at the Tom Cobley, then it all went pear shaped! We are now at home and hopefully keeping safe and well. But what to do with masses of spare time? Well I already had a project on the go which was the refurbishment of a Qualcast lawnmower that someone had thrown out at the allotment.



What attracted me in the first place was the build quality of the two heavy cast iron sides. Once back home in the workshop I stripped every part down as far as I could. Once again I was so impressed by the quality of all the components and I was able to use nearly everything for the rebuild.

One of the few parts that needed fabricating was the curved metal shield behind the blades which helps to spew out the cut grass. This part obviously rusts out if the mower is put away with wet grass still sticking to the metal. It was easy to cut a panel of the correct gauge of mild steel and with the aid of various diameters of tubing the correct curve was formed.



I have, by the way, recently added to my armoury of machines a cordless angle grinder, what a wonderful bit of kit, especially armed with the ultra thin cutting discs. Nearly any job which involves a hacksaw can now be undertaken by the grinder and there are no leads to snag or grind by mistake!

Probably the most challenging part of the project was to renew the wooden roller which had totally rotted away, but fortunately I had a nice piece of beech which I mounted on the wood lathe and turned to slightly oversize. After that I needed to bore out a central hole to take the bar on which the roller ran and this involved adapting the tail stock on the metal lathe so the correct size drill with an extension bar silver soldered to it could travel and drill the whole length of the roller.



Success, and now with the bar firmly in place in the roller I was able to mount it between centres in the metal lathe and take a final cut to true it up. Having made up the new roller I left it soaking for a few days in a bath of linseed oil to give it some protection from the wet. Things were taking shape and time for a partial rebuild so I could sort out the chain used to drive the blades powered by the back roller. The chain was one of the few items that had to be replaced, the original was rusted solid and try as I might I could not free it up enough to run smoothly.





*Continued from page 8*

I had some spare chain in the bicycle spares department and although it was a fractionally different pitch from the original, with a bit of fettling I had it running smoothly. Now for the blades, how to true them up and have them kissing the bottom plate as they should and right across the whole cylinder. First job was to make up a handle which would fit the end of the shaft on which the blades were mounted then I glued aluminium oxide sanding paper to the bottom plate, when dried the blades were gradually lowered whilst turning the handle until light contact was made and with a bit of hard work a nice bright edge was achieved right across the blades.

So everything had been refurbished and it was time to spray the parts prior to assembly which, as ever, took far longer than I had envisaged. The spray paints are so thin that it takes for ever to build up a decent coverage. But the job was finally completed and everything was put back together ready for road testing! Back down the allotment with the mower and I put it to work immediately, wow what a machine it worked really well and cut the grass so efficiently. A lengthy project but interesting involving a number of different skills, all very enjoyable.



Not quite on the same scale as Austin7 mechanics but still satisfying and well worth the effort, now to think about joining the lawnmower club!!

*Richard Bishop*



## **Federation of British Historic Vehicles Clubs' Updates**

### **Coronavirus**

Motorsport UK has extended its suspension of all organising permits and Certificates of Exemption for motor sport events until at least the 30th June. This move provides clear guidance to event organisers, venues, competitors, officials and volunteer marshals of the role that Motorsport UK must play in supporting the broader public health agenda.

In response to the updated guidance and restrictions issued by UK Government, the Federation recommends that all activities that involve taking a historic vehicle out on the road specifically for the purposes of Drive it Day on the 26th April now be abandoned. However, enthusiasts of historic vehicles are still encouraged to participate in the mass sharing, via social media, of images and memories of themselves and their families out and about in their historic vehicles during a previous year's Drive it Day. Drive it Day will not be re-scheduled for later this year, but will resume its normal format on the 25th April 2021.

### **Ethanol**

The Government has published a consultation on proposals to introduce E10 petrol as the standard for fuel across the UK in an attempt to meet its climate change targets. The proposal would increase the percentage of ethanol content for standard 'premium' fuels in 2021, whilst maintaining the current E5 blend in the 'protection' grade. FBHVC have received a formal invitation to participate in the consultation and intend to do so.

E10 is of concern to historic vehicle owners because it may cause some flexible fuel hoses, seals, gaskets, plastics and certain metals critical to the fuel system to corrode or degrade. This may cause damage to fuel pumps, carburettors, seals on injectors, pressure regulators and fuel tanks that are not resistant to ethanol. The bioethanol may also dislodge particles on older fuel systems causing blockages.

A statement from the Department of Transport recognise that the prolonged use of E10 fuel in older and classic vehicles can cause corrosion of some rubbers and alloys used in the engine and fuel systems. For those vehicles, the Department remains committed to ensuring that E5 is retained as a 'protection' grade, if E10 is introduced.

The FBHVC is on the case.

*John Turley*

# The Story of my 1935 Austin Seven

David Kernick

As the call went out for any articles for this difficult period. I thought I would reflect/ramble on the history of my Austin Seven - a 1935, four seater tourer. It's quite an unusual car in that it has a cowl ruby type front, but the spare wheel is exposed at the rear. Someone told me it was a transitional model using up bits that Austin had leftover but I'm not sure how true this really is.

It was purchased for £75 in 1968 when I was a student at the University of Exeter, studying Chemical Engineering, with my home town in Cardiff. I remember very clearly the purchase, extracting it from a barn in Hungerford, replete with a large nest of some unknown species on the backseat. What a happy journey that was back home, under a starlit sky, driving back to Cardiff without a care in the world, smoking my late grandfather's pipe, despite the fact the engine sounded like it was about to shake itself to bits - but in those days, it didn't seem to matter. I can still hear the noise of the big ends even now.

I mention my grandfather's pipe as he was a very early motorist and would insist that in those days, pipes always burnt asymmetrically as cars were invariably open and the pipe would burn more effectively on the offside where there was greater airflow. I managed to extract a contemporary photograph that seems to confirm this fact.



Me looking super-cool in my Burton's jacket in 1968 with my grandfather's pipe that seems to prove his thesis.



My grandfather's AA badge number 860. Too valuable to be on the Austin.

The engine had a total rebuild. But everything else seemed to be okay and for the next three years I potted back from Exeter to Cardiff every term without batting an eyelid. Spares were still abundant in the many scrapyards and I unearthed quite a number of treasure troves of Austin seven parts over this time.

Now, if I just make a short trip into town I have to be equipped with a full set of tools, mobile phone, reading material to await the AA, but in those days I just got in, a mate to share the petrol, chucked all our stuff in the back and off we went between Exeter and Cardiff without thinking twice. Amazingly, I can't recall any problems!



1968. Is this where the engine goes? Plenty of advice but none of us really knew what we were doing.

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Two wheels give rise to four, much to the relief of my parents. Saying goodbye to an ex police Velocette LE – and hence my nickname – Nod.



Taking part in Exeter University rag parade 1969.

I moved on to a second-degree in medicine - always the eternal student and kept the Austin going as my regular car until 1976, when jobs across the country required a speedier mode of transport. Over the next 15 years the car was moved around as I scrounged various modes of storage until we moved into our current house.



1979. Occupational needs must and transport moves on.

Since then there have been a number of half-hearted attempts to return the Austin to its former glory and the purchase of two more Austins - I'm not sure why, possibly as a futile attempt to increase power to get up the long drag of a hill that leads up to our village. None of the fleet sees much activity. There are two problems: firstly, they are for ever breaking down and as much as I enjoy my relationship with the AA and have come quite friendly with a number of the helpful AA mechanics, this does get quite tiring; secondly, as part of a late life crisis. I acquired a second-hand Mazda MX 5 - press the button and the roof comes down, put the heated seat on, turn the music up loud and a guarantee to get home. No real competition.

I've done a number of weddings for friends in the Austins but it was becoming standard routine that all the guests were willing it to break down as part of the standard entertainment and for the bride to scooped up in my wife's Modus which was always travelling as back up. So as time moves on, something has to give.

Finally I've decided to do the Austin 7 up properly or at least to a reasonable standard. Alas I am a genetic botcher so the breakthrough has been to employ a friendly mechanic to keep me on the straight and narrow and ensure I do everthing properly. The challenge is a rerun of the historic Exeter to Cardiff route and whether the Seven will replace the Mazda. I have always felt that old cars are for using and not just bring out the occasional rally, but only time will tell if I can did live up to this high ideal.



The "fleet". 1935 Austin 12, 1935 Austin 7,  
1934 Austin 10.  
All looking good from a distance.



## David's Diary

I suspect that many other members have, like me, been trying to make some inroads into that long 'To Do' list which has been growing steadily over the last few months/years. I also suspect that in your house as in mine, it is not only the A7/Garage 'To Do' list which has been waved around!!

So, this month in the Aylmore house has been a balancing act between a quite large scale indoor decorating project along with some outdoor household repair/maintenance and work on the A7's.

As I touched on last month, the support brackets for the rear mounted petrol tank looked as if they had cracked on my tourer. However with the tank removed and the area cleaned up it was apparent that the



main problem was that the spot welds holding the brackets to the floor had broken. These would have been done when the floor was replaced during the car's restoration in 2007/8 and clearly were not strong enough. There was also a small crack in the bracket on the offside and I attempted to MIG weld this, but with the restricted space available (my excuse!!) it was not very successful. Luckily, there was just enough room to drill through the floor and bracket and fix everything firmly in place with some small nuts & bolts.

Whilst the tank was off the car, I wanted to cure a petrol leak which had shown itself on a couple of occasions when the tank was quite full and/or the car was on a steep slope. My suspicion was that it was the seal around the fuel gauge sender and sure enough the cork gasket was well perished. One of the very small set screws holding the sender in place had already sheered off so I took a long time and a lot of care to unscrew the others. I was successful with a combination of Plus-Gas, cleaning the crew head slots with a hacksaw, applying heat with an electric heat gun (NOT a FLAME!!!) and gently using an electric drill/driver, but it took ages!!!

I cut out a replacement gasket and re-fixed the sender, but not until I had checked it was working OK – The fuel gauge has never been accurate, always reading 'Full' until the tank was virtually empty when it moved just a few degrees down the scale. However, by rigging up a temporary live & earth, I did get a full range of movement on the dial when I moved the float by hand, suggesting that perhaps there had not been a good earth connection when the tank had been fitted originally. As I put everything back together, I made sure there was a good clean contact between the sender, the tank & the car chassis and had high hopes that when the ignition was switched on the gauge would give an accurate reading. But No – this is an A7 after all!! There was no change in the gauge's performance.

I then recalled reading some time ago an article about fuel gauges on the Cornwall A7 Club website, which incidentally is a very good source of helpful advice & information. On re-reading this I found out that there should be a separate, direct earth wire on the fuel gauge. Lying on my back squeezing under the steering column, I could see that there was no such connection, so here was the answer – an hour and several swear words later, and a new earth connection was in place and this must now ensure a fully functional fuel gauge. But No – this is an A7 after all!!

There was no change in the gauge's performance. Any further suggestions gratefully received.

Next job is to get the starter motor on the Milk Delivery Car doing its job a little more effectively than it does at present. More on that next month.

*Happy Austineering.*

*David.*

## Devon A7 Club - 2020 events

Dates for  
your  
diary.....

<b>Sunday 3rd May</b>	DVCC Autojumble at Buckfastleigh Steam Railway.	<b>Cancelled</b>
<b>Sunday May 17th</b>	Killerton House Classic Car Show	<b>Cancelled</b>
<b>Tues/Weds 12th/13th May</b>	Charity run with Essex A7 Club.	<b>Postponed</b>
<b>Saturday 23rd May</b>	East Devon Amble,	<b>Postponed</b>
<b>Sunday 7<sup>th</sup> June</b>	Stoke Gabriel Cricket Club Vintage Show.	<b>Cancelled</b>
<b>Saturday 4th July</b> <i>(note change of date)</i>	Visit to Eggesford Airfield. More details to follow or contact Philip Burrow on 01363 84330, e-mail: <a href="mailto:philipburrow@higherlivingantiques.co.uk">philipburrow@higherlivingantiques.co.uk</a>	
<b>Sat/Sun 11/12th July</b>	Historic Vehicle Gathering at Powderham Castle, Exeter, organised by the Crash Box & Classic Car Club.	<b>Cancelled</b>
<b>Saturday 25th July</b>	Waterhouse Farm Vintage/Classic Car Day - Derek Vertenten.	<b>Cancelled</b>
<b>Fri. July 31st – Sun 2nd Aug.</b>	Joint stand with DVCC at Torbay Steam Fair.	<b>Cancelled</b>
<b>Monday 31st Aug (B.Hol)</b>	Merry Harriers Classic Car Show. Details on page 5.	
<b>Tuesday. 8th Sept.</b>	Widecombe Fair - details to follow.	
<b>Saturday 19th Sept.</b>	Sidmouth Classic Car Show - please see page 5.	
<b>Sunday 4<sup>th</sup> Oct.</b>	DVCC Autojumble at Buckfastleigh Steam Railway. More details to follow or contact David Aylmore (details on back page)	
<b>November</b>	To be arranged.	

## Other Events

<b>May 7th/8th/9th</b>	VE Day Celebrations in Brixham and Barnstaple	<b>Both events cancelled</b>
<b>Sun. May 10th</b>	Uffculme Show. Exe Valley Rotary,	<b>Cancelled</b>
<b>Sat. July 25th</b>	Mid Devon Show, a proper one day Agricultural show. Application form on website - <a href="http://www.middevonshow.co.uk/classic-vehicles-motorbikes/">www.middevonshow.co.uk/classic-vehicles-motorbikes/</a> . For information - contact 01884 820859 or e-mail: <a href="mailto:office@middevonshow.co.uk">office@middevonshow.co.uk</a> .	
<b>Sat/Sun Aug. 1st/2nd</b>	Rosemoor Vintage Weekend, See page 4 for details.	
<b>Sat Aug 15<sup>th</sup></b>	Dalwood Fair – very Traditional Village Fair - Jubilee Fields, Dalwood, EX13 7EW. Contact David Aylmore (see pack page) for details	

**Dragonfly**  
THE RALLY PLATE COMPANY

**We've designed a Limited Edition "Stay Home" Rally Plate - commemorating the many cancelled rallies of the year but predominantly to show our support for the NHS**

**100% of the profits from each sale will be donated to the NHS Charities Together - Covid-19 Appeal**

Our initial target is to sell 1000 at **£10 each**, and you can buy yours today, then display it proudly knowing you've contributed to an amazing cause!

To order your 'Stay Home' Rally Plate contact Dragonfly at:  
[sales@dragonflyrally.co.uk](mailto:sales@dragonflyrally.co.uk) or phone 0800 783 8634



### Wanted

Magneto and/or Dynamo for a 1928 Ulster Replica.

Contact Sam Archer on 07592 743993 or e-mail [samscaravan4@hotmail.com](mailto:samscaravan4@hotmail.com)

### For Sale

Surplus to requirements rear luggage rack to fit early Austin's as new condition. Open to sensible offers (supplied by Austin Repro Parts) new price £280.



Surplus to requirements early bulk head fuel tank in good condition to fit Chummy models. Open to sensible offers.

Call Paul Sleeman on 07378338793 for more information on either of these items.



### For Sale,



1935 Mark 1 Austin 7 Ruby. It has been my car for the last 50 years. The engine has a Phoenix crank and rods. The interior is original with the leather upholstery and door panels. Paintwork is in hard wearing and practical Dulux Weathershield! Sunshine roof and windscreen fully functional. Also a shed load of Ruby related spares which must go with the car.

**£5750.00 O.N.O.**

Contact Richard Bishop on 01392 439916.

### Free to a good home!

A7CA 'Grey' Mags - full Set from 1993 to 2018. These belong to an ex-Member and he would like to pass them on, ideally as a complete set but would consider requests for individual magazines.

If you are interested, please contact David Aylmore in the first instance. (Details on back page)

### For Sale

Newly recommissioned special, 1938 V5 Sorn. Fully rebuilt, no hood but hood frame and screen brow present. Nearly all new or fully reconditioned parts. Full details from George Mooney on 01202 425989.



### Wanted

New member, Philip Drinkwater is looking for an A7 to buy. Ideally, he would like a Box Saloon, but would consider a soft top and it must be in good/excellent condition. Contact Philip on e-mail: [drinky289@aol.co.uk](mailto:drinky289@aol.co.uk)

### For Sale

Complete 1930 Short rolling chassis complete with 1926 Mag engine. Banjo Axle, 3 speed Gate change gearbox, Bacon slicer starter, new king pins & bushes. Offers invited over £3,000.

Also, a long chassis with I.F.S and a reliant engine is available.

Contact David Aylmore in the first instance for further information. Details on the back page.

*Austin 7 related items 'Wanted' or 'For Sale' can be advertised in Devon Sevens free of charge. Items will be removed from the listings after 3 months unless you have notified me that you would like the advert to continue.*

*Thank you - Janet (Editor - contact details on back page)*



## Keeping Informed

For those of you with a computer or smart phone etc, you might find the following websites a useful source of information and news. Don't forget you can also follow the Devon Austin Seven Club on our Facebook page.

[www.devonsevens.co.uk](http://www.devonsevens.co.uk) - welcome to the website for the Devon Austin 7 Club. Here you can find out all about the 'Devon Sevens'. How we started, what we do and how to join.

There is a **Members Only** section that we are developing. Currently it has the latest and past Newsletters, plus entry forms that can be downloaded for all club events and many others.

The website also has a fully updated list of 'Trusted Suppliers'.



[www.austinsevenfriends.com](http://www.austinsevenfriends.com) - the one stop web site for Austin 7 enthusiasts across the world. Austin 7 news and events throughout the country and beyond!

Useful Facebook Groups:                      Austin Seven Spares Sale / Exchange  
Austin Seven  
Pre1939-Vintage Autojumble

For advice on how to make the best use of our website you can contact Steve Day at:  
[steve-j-day@outlook.com](mailto:steve-j-day@outlook.com)

## DA7C Badges.

### Car Badge.

There is a choice of 2 styles of Car Badge. Both have the same Green & White motif with black lettering.

1. A small windscreen self adhesive badge which is ideal for a "Modern" if space for a larger external badge is not available. - £1 each
2. A high quality Chrome & Enamel external badge as shown in the Illustration.  
1 badge £13.50 inc. 2nd class post, 2 badges £25 inc. 2nd Class post.

### Embroidered Badge.

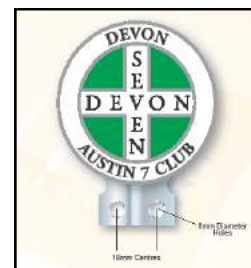
We also now have a very smart embroidered club badge available. It is 3 1/4" (80mm) in diameter and is, as shown in the picture, very similar in design to the car badge. Cost is £3.50 (plus 50p postage)

### Lapel Badge.

Following requests from members, we can now offer lapel badges. These metal badges measure 25mm diameter, and the cost is a very reasonable £2.25 inc p&p.

All badges can be purchased by contacting Nigel Brookes by phone, post or e-mail or can be collected from any club event.

Contact details are on the back page.



## Trusted suppliers of A7 goods & services.

You should have received your hard copy of the 2020 list of **Trusted suppliers of A7 goods and services** when you renewed your membership. If you haven't received yours please contact David Aylmore (details on back page) and he will put one in the post for you.

If any member has received good service from an A7 supplier, please forward details to the editor. Their details will be published in the Newsletter and added to the next hard copy edition, due in January 2021.

A full list is available on the club's website. (see above)

## Devon Austin 7 Club - Officers & Committee members 2019/20

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