



Devon Sevens

August 2020

Newsletter for

Issue 129

The Devon A7 Club



It was good to hear from Sam Barker - Hon (Life) Member No 62D this month. Like the rest of us, Sam's Austin 7 trips have been drastically reduced this summer. However, as can be seen on pages 8 and 9, Sam has managed to get out and about in his local area.

Chairman's Chat - August 2020

Another month has flown by which has seen some Austin activity and a lot of hours down on the allotment. I have been using the Ruby quite a bit recently mainly to take Marlies to the supermarket, as she felt it was time that we did our own food shopping and not rely on others.



A couple of weeks ago during some really hot weather we arranged to meet the family down on Budleigh beach, and loaded up the Special. We managed as far as Topsham when the ignition warning came on, so an about turn was made, back to home and we tossed everything into the Ruby, off again to enjoy the rest of the day.

The next day I started to investigate the Special's electrics, starting with the Dynamo, only to find that there was no output. I checked my records and saw that the brushes had lasted for 17000 miles since 2009 and definitely needed replacing! So Dynamo out, new brushes in and back in car, retime, start up, check the output, nothing! I once again removed the Dynamo for a complete strip down and tested the field winding and armature to see all was well and it was. Finally I connected it up and was able to have the Dynamo running as an electric motor. The solid state voltage regulator and a diode had me a bit foxed so I have turned to our club member Peter Gilbert for advice and will report back next month.

Last month I wrote about making a minute steam engine from scratch and being tested because of the tiny dimensions involved. I have planned to give my sons one each and keep one for myself. I have now completed two more boilers and more importantly I have had the original one up and running. I sent a video of it working to David just to show him what the Chairman gets up to in lockdown!



Thinking about the lockdown, we were to have had a family reunion with all of Marlies' relations camping in the big field at my son's house at Bow. But unfortunately that all had to be cancelled, a double blow for us as we were going to combine it with our 50th wedding anniversary. So by the time you read this Saturday 18th July will have come and gone, probably marked only by a fish and chip supper!

I do trust that all our members are well and keeping safe.

Richard Bishop

I am actually writing this on Saturday the 18th, so congratulations Richard and Marlies on your Golden Anniversary - hope you are having a lovely day - Editor



Secretary's Notes - August 2020

I am pleased to say that there does seem to be a bit of light appearing at the end of the tunnel. There are a few shows appearing in the calendar and we will try to keep everyone updated with as much information as possible by e-mail, Facebook and the Website.



However, those events that do go ahead are likely to be a bit different to normal, due obviously to the need to keep 'Covid Safe'. So, if you do go along, please be sure to adhere to any additional instructions and/or arrangements put in place by the organisers.

More details can be found elsewhere in the newsletter, but I would just like to highlight a couple of events that I know of at this time.

The Bicton Gardens Vintage Weekend that was due to be held in the Spring, has been re-scheduled for the 22nd & 23rd August. Camping & entry is free and an entry form is available on the Club website or from me.

By the time you read this, the first Re:Fuel gathering since Lockdown will have been held at Dunkeswell. The next one is due on the 16th August followed in September by the 'Re:Fuel Revival' event which, like the Bicton weekend, has been re-scheduled from earlier in the year. Hopefully this meeting will have a good variety of vintage cars alongside the usual wide variety of machinery on show.

There is a good chance that the Sidmouth Classic Car Show on the 19th September will still go ahead and if it does, we will have our usual Club stand on site. See page 4 for more details.

For different reasons, 2 local businesses have come to my attention this month and as they can both provide useful goods or services to vintage car owners, I thought I would bring them to your attention.

Mathew Pine ran a successful engineering business in Saltash for over 30 years before deciding to work on his own from home Nr Cornwood and he is now happy to take on one off engineering projects. Being John Pines' son, he has, in the last few years, been roped into working on his dad's A7's & Standard 9's as well as several other vintage vehicles. He tells me that he would be interested in any large or small precision Milling, Turning, Welding or Grinding work that members might need. If you need a part made, repaired or modified, give Mathew a call on 07774 764770 or e-mail mathew@edsdevelopments.com

Back in February, I visited the Classic Car Show at the Bath & West Showground and bought a piece of workshop equipment from a stall run by EKP Supplies. As one does, I picked up one of their leaflets and 'filed' it when I got home. Earlier this month I had a problem with the equipment and although there was no warranty given, thought it might be worth getting in touch and surprise, surprise, there at the bottom of the filing tray was the EKP leaflet. The second surprise was to find that they were Devon based, with an address in Bratton Fleming. The good news continued when my e-mail enquiry received a prompt and helpful reply which resulted in my returning the faulty item to them with a promise that it will be returned to the manufacturer and either replaced or my money refunded. Whilst the matter has not yet been totally resolved, that story alone would be worthy of a note here. However, from my enquiries I now understand that their main business is the manufacture of screws, nuts, bolts, washers and all sorts of machine turned parts. (For those of you who understand these things, all products are 'precision turned' rather than 'pressed threads') All thread types are produced including a full BA range and a growing range of BSW & BSF, with everything being available on mail order. I hope to have a few copies of their printed catalogues available soon, but have a look at their website – www.ekpsupplies.com or give them a call on 01598 710892

Hope to see a few members out and about before too long.

Stay Safe.

David.



Re:Fuel - Sunday August 16th

and

Re:Fuel Revival - Sunday September 20th

Mansell Raceway Karting Circuit, Dunkerswell Airfield, EX14 4AH



Admission is £5 per vehicle (not per person)

Re:Fuel is a meeting place for enthusiasts of all things with wheels to meet at a weekend, relax, grab a coffee and check out the other vehicles. Re:Fuel is all about variety but in September, the focus will be on the earlier era of motoring - Devon's own bit of 'Goodwood Revival'.

We hope to have enough support to put on a good show of Austin 7's, so please put a note in your diary now and we will keep you updated with more information as it becomes available.

To be 'COVID safe' and to meet the government's test and trace rules, admission to the July meeting was by advance ticket only, with separate morning & afternoon sessions, and a limit on numbers. Social distancing and extra public health measures were in place to keep everyone safe. All food was take away with contactless payment, and a one way system was in place with 2m distancing in queues for food. Time will tell



if the same arrangements will have to be in place for August and September, but to keep in touch and for the latest information follow this link: <https://www.facebook.com/ReFuelSW/posts/2828038424082362> or check the Devon Austin Seven Club Facebook page.

Only 2 A7's made it to the July meet, hope to see lots more in August and especially at the **September Re:Fuel Revival**.



The Sidmouth Classic Car Show and the Coronavirus outbreak

Scheduled for September 19th 2020

We are still waiting to hear whether this event will take place, the decision will be posted on the club's Facebook page and website a.s.a.p.

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

New Members

This month we welcome two new members to the Devon Austin Seven Club - father and son, Christopher Bird from Plymouth and Ed Bird from Exeter. Christopher and Ed own a 1924 yellow Chummy - we believe the oldest car in the DA7C.

The car featured in the restoration TV programme 'Car SOS' after being stored in a private museum for 52 years.

We look forward to seeing Christopher, Ed and the car at future events.

Who fancies a bit of an A7 adventure next year?



Following the cover story in last month's edition, I contacted Andy Grabham to find out a little more about the annual Beamish Run, or to give it the proper title, 'The Beamish Safety & Reliability Trial'. Had it not been for the COVID pandemic, the Trial would have been run for the 50th time in June 2020.

On a personal note, this got me thinking, especially as Jan & I had been talking about taking a holiday in Yorkshire sometime next year anyway. Then with my Club Secretary's hat on I thought that it might make for an exciting and challenging Club run. Hence my call to Andy who, having driven it several times, describes it as the most enjoyable A7 event he attends by far.

Briefly, the 2021 event will be on Sunday 20th June. It starts and finishes at the very well known and popular Beamish Museum and has a non timed, 155 mile route run over all sealed, non-damaging but challenging roads in Co. Durham & N. Yorkshire. It is open to cars registered before 1956 & motorbikes before 1960. The event is fully marshalled and run to a very well established set of rules which, in Andy's words, means 'it runs like clockwork'.

As reported last month, Andy went on his own 'Exmoor Beamish' run this year and he says that the route he chose would make for a very good introduction to the sort of roads used on the Beamish run itself, so a repeat of that for interested members later in the year is a possibility.

To start things off, please contact me in the first instance if you think you might be interested. Depending on the level of response, we would then probably arrange a meeting with Andy (Face to Face or Zoom, depending on the current restrictions) to share information. Entry forms come out at Christmas time and I understand that they would need to be returned promptly to stand any chance of obtaining a place.

David Aylmore (Contact details on the back page.)



The Austin 7 Centenary Celebration

19th - 24th July 2022

at The Fire Service College, Moreton-in-Marsh, Gloucestershire

To mark 100 years since the 1922 launch of the Austin 7 motor car, the Austin Seven Club's Association will hold a week of festivities centred on the Fire Service College at Moreton-in-Marsh, Gloucestershire.

Austin 7 enthusiasts from all over the world are expected to attend and it is anticipated that the culmination of the celebration will be a rally of over 1,000 Austin 7s.

The venue is ideally situated in the heart of England, with high quality on-site accommodation, first-class catering, entertainment, and leisure facilities, and extensive grounds with areas that will be set aside for camping, caravans, motorhomes and car trailers. A full programme of activities and entertainments, runs and displays – for the enjoyment of all generations – will be on offer, making the Centenary celebration an ideal holiday destination for Austin 7 owners and their families. Details will be published in due course.

Bookings are **NOT** being taken for this event yet, but put the date in your diary now - only 730 days to go as I write this!!

David's Diary

Our 7's have been out and about a bit more this month, and both have spent some time being attended to in the garage.

As reported last month, the starter motor problem on our Milk Delivery Car had been traced to a faulty battery. A new one was ordered on line at what was a very good price, however it got no further than the DPD depot in Exeter where it was dropped and became a 'Dangerous Package'. A refund was arranged and I bought one locally from Buyrite Tyres in Newton Abbot. Probably should have done that in the first place as it came with a 3 year warranty. Anyway that was the first problem solved. However the repair to the fuel tap reported last month proved to be a little more difficult.

Having replaced the cork washers with Viton 'O' rings to stop petrol leaking into the passenger footwell, I now had petrol continuing to flow to the Carb, even when turned off. Also, and this is an inexplicable coincidence, the float in the Carburettor was no longer cutting off the supply so the float chamber was flooding constantly. I had not touched the Carb for ages, so why did this happen now? I just put it down to that darn A7 Devon Pixie playing tricks and set about sorting things out.

In the end, I took the 'O' Rings out of the main tap and replaced them with a new cork. Those in the Reserve Tap are holding well so they were left in place. As for the Carburettor problem, I could see nothing wrong with the float needle or the seat in the Zenith Updraught and following some advice I had read I added an extra, thin fibre washer under the inlet jet in the base of the float chamber and this seems to have fixed the problem.

With the fine weather, the hood has been down when out and about and whilst we have a cover for the hood on the Tourer, the one on the Milk Delivery Car is held in place with some leather straps. Over the years these have become quite worn and one broke as I tightened it. Having a bit more time on my hands, I decided to have a go at making a couple of replacements and thanks to the internet was able not only to obtain the necessary supplies by post, (from a supplier in Kingskerswell!!!!) but also to watch a demonstration of how to go about the job. The person doing the training did advise having some specialist tools, but having watched the video, I was able to make do with the tools I had and in the end I was quite pleased with the result.



I have also been working on our Tourer but that report better wait until next month as I wanted share a couple of photos of our cars out and about in the summer sunshine and if I waffle on anymore, I will get told off by the Editor!!



Nick & I arranged to meet at Cheriton Bishop and then we took a drive through the lanes to Fingle Bridge for a 'Socially Distanced' picnic by the river.

Whilst out on a local shopping trip, I met this rather large mobile crane in a quite steep lane – luckily there was enough room for an A7 to let him pass!!

Happy Austineering.

David.



Petrol taps and my attempts to stop them leaking.

David's piece in the July Newsletter about his leaking petrol tap reminded me of my early experience with that problem. Here is the tale of the various dodge I have tried out.

When I purchased our RN saloon in March 1983 it had lain unused with the petrol tank empty for about 7 years. Having sorted a loose top hose connection I then had to see if the engine would start, and after a week I had it going nicely but with a strong smell of petrol ever present. Driving it was still a new experience when one day I had gone into town and left it parked on a steep hill for a few minutes, and came back hearing an occasional sound like water hitting a hot pipe. It was petrol dripping on the still hot exhaust pipe. The car had no fliitch plates which would have deflected it, to the kerb and possibly onto somebody's discarded dog end. It soon had some home made ones hastily fitted which are still in use now.

As luck would have it the garage next door to our family bakery was rented by Mr. Norman West a GPO telephone engineer. He was very interested in the Austin, having had one as a first car, and suggested a new cork seal for the tap which he could get for me from his brother who ran a lawn mower sales and repair business in Teignmouth. He soon brought me a couple of Atco mower corks which fitted exactly and lasted about 8 years. Many years later we frequently met at country shows, where in the craft tent, he exhibited a lovely collection of clocks all of which he built in his retirement. I still have the Austin 7 clamp for lifting valve springs that he brought along on one occasion and gave to me.

Eventually Atco spare corks were no longer available nor listed by any spares suppliers so I clamped some self adhesive circular cork pads together in a vice for a few days, drilled a hole through the centre, fitted them on the tap spindle, pared them down to a tight fit in the tap barrel. This lasted about three years. Next I tried a couple of pared down tap washers which provided a good seal for quite a while until the petrol started to dissolve them.

The corks then started to turn up occasionally at various auto jumbles and shows and I usually got a couple of spares when I saw them, most recently, last autumn, I bought some from A7 components and fitted one. The downside for me is that closing and opening the tap has usually been the navigator's task and Julie will find the new tight fit too hard to push in or pull out. On the other hand she is never keen on getting the smell of petrol on her hands.

I hope David's O rings are more resistant to petrol than my tap washers were, they seem to be a very good idea. I wish I had thought of trying O rings as our local car spares in Palace Avenue has had blister packs of them on display. He is always helpful and I hope he will continue trading after lockdown, although like most Paignton traders he has been suffering from the council's excessive roadside parking charges and zealous wardens.

I have met the registrar for the RN model at the Beaulieu A7 rally a couple of times and he reckons you just have to live with changing the corks fairly frequently.

All the best

Eddie Eddles

Sam's Travels

'Why are you lot going to wear muzzles – do you bite'?

As Hon. Life Member and the Club's Mascot and as well as being a rather fine, but modest canine, I take more than just an ordinary petrol-head's interest in proceedings.

I am not sure about what all this pandemic stuff is all about.

Being of superior intellect I would offer, dare I say, my humble opinion, that recent Newsletters appear to be full of pictures of old cars these days and loads of stuff about odd looking components, mechanical thingies, etc and which I don't know what on earth they are supposed to be? My driver hasn't a clue either, so we're both at a bit of a loss!

May I respectfully suggest to our esteemed Lady Editor, hopefully without giving offence, that there does not appear to be enough smiley faces around these days and a complete dearth of Labrador pictures.

Before I hear you all mutter under your bonnets, 'What's this dog on about' I had better recount a snippet of Austin 7 stuff, I suppose.

Dog Shows (with old cars) attended – none

Local trips to the Pub - just one (and they were closed)

Rallies completed with usual breakdowns - Nil

Rallies completed without usual breakdowns* - Nil

* please note significant improvement in this category over most previous years

I suppose the highlight of the 'lockdown' period was the car's Bi-Annual inspection and servicing rigmarole, embarked upon with great trepidation, necessitating an intense preparatory period, involving a cursory glance under the bonnet to check that the engine's still there, a random kicking of tyres and a thorough look at the dipstick - if he can remember where it's kept ?

As my readers will have gathered over the years, my driver is conceivably not quite the most proficient in the mechanicals department, bordering on the totally incompetent. Hence the need for some independent sort of road-worthiness assessment. This requires travel to a remote part of darkest Somerset down on the Levels to abase ourselves before the Gandalf of all Austin 7's, at the venerable Mr Whellock's whizzy new premises.

This time around we were amazed to learn that our Jane didn't actually have any operating braking system – other than the little red timber chock, that himself puts under the back wheel. How were we supposed to know about these things I ask?

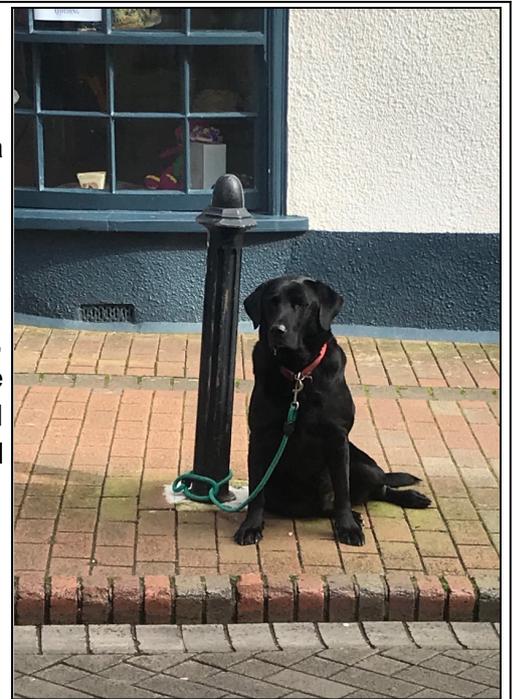
Himself professes to do a bit of Yachtie stuff, although I wouldn't deign to go aboard one of those things – no brakes you know on boats! This equally strange pastime is also seriously curtailed at present, so he's concentrating on gardening – but we won't go there, as that's a whole book load to relate!

He is sometimes mildly adept at dropping the sails, cutting the engine, if not already stalled and trying to gauge how to drift on to the mooring, in order to hopefully stop somewhere near the 'bobbing up and down' thing. Evidently, this practice (dare I say skill!) is partially transferrable.

NB. The RYA provide wonderful courses on how to do this properly, of possible interest to any brakeless DA7C members – I'll have to get him booked-in too.

I see that there's now a Group for RN/RP Owners on that Facebook thing, that Nick Double-Barrelled is always popping up on. By the look of his workshop, I expect he's got proper brakes.

Continued on page 9



Continued from page 8

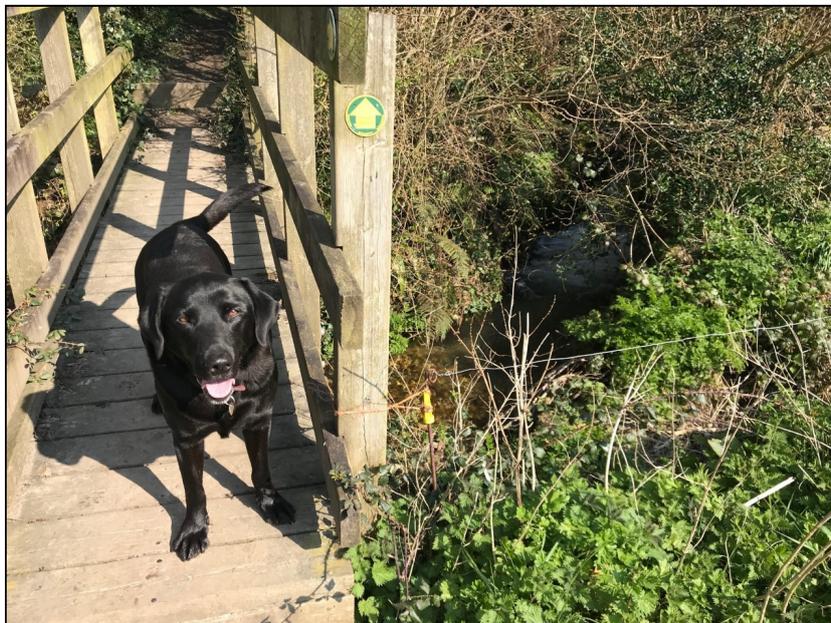


Here, I am only provided daily with just breakfast and dinner, so enough from me, I must go and see if I can cadge a few biscuits, although some cold meat and a few chips wouldn't go amiss as well.

Ever the optimist/opportunist, I hope to see you all before too long – Sidmouth Show remains a possibility at present.

It's still a Dog's life?

Sam Barker - Hon (Life) Member No 62D



No offence taken Sam, and thank you for sending us an alternative to 'old cars, odd looking components and mechanical thingies'- always look forward to your contributions. I am also assured that Sam's RN now has excellent brakes - Editor

September Newsletter:-

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

Copy for inclusion in the September issue should be with me by **Wednesday 19th August 2020** and the newsletter will be distributed on or before **Wednesday 26th August**.

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.



FBHVC Matters

Coronavirus

The FBHVC's latest advice is that if club members choose to organise or attend events, they do so at their own risk and should satisfy themselves that the business, venue or organiser has put in the necessary infrastructure, social distancing, track and trace and hygiene measures to comply with the regulations for hospitality venues. For your own safety ensure that any gathering is COVID-19 Secure. In addition to the COVID-19 secure measures that must be put in place, track and trace records must also be kept of all attendees and staff for at least 21 days.

The latest advice, which applied from 14th July 2020, urges us to 'Remain Alert and Safe.' Therefore, it is vitally important that club members act responsibly and follow government guidance for your area, as tighter lockdown measures could return very quickly following a second spike if guidelines are not followed.

Current rules on meeting up with people in England

It is against the law for gatherings of more than 30 people to take place except where specified in the Regulations. Those regulations allow venues, businesses, professional organisations and public bodies following COVID-19 secure guidelines to host larger groups. This is provided they take reasonable steps to mitigate the risk of transmission, in line with COVID-19 Secure guidance and including completion of a risk assessment. Any other privately organised gathering in an outdoor space must not be any larger than 30 people except where specified in the Regulations.

Those running events following COVID-19 Secure guidelines should take additional steps to ensure the safety of the public and prevent mass gatherings from taking place.

If attending a venue that is following COVID-19 Secure guidelines, you should take care to limit your interactions with anyone outside of your group and you should continue to maintain social distancing from those that you do not live with. It is critical that you follow these guidelines to keep both yourself and others safe.

For full advice visit: <https://www.gov.uk/government/publications/coronavirus-covid-19-guidance-on-phased-return-of-sport-and-recreation/guidance-for-providers-of-outdoor-facilities-on-the-phased-return-of-sport-and-recreation>

John Turley

Technical Tip - Battery Cradle

Ever found it a pain to lift you battery out of the car and put back in again. Try this solution made from a piece of leather and two straps fixed to the leather. Makes lifting the battery much easier.

Douglas



This tip was published in the Dorset A7 Club's July Magazine.

A Classic A7 Story

It all started with an engine rumble.

We had been running Daffodil, our 1926 Top Hat, for ten years without any trouble. But then, a worrying engine rumble developed. With the engine on the bench, I found that the problem was a loose flywheel. Well, having gone to the trouble of taking the engine out, it seemed logical to strip it apart and do some fettling. This, of course turned into a complete engine re-build.

Then it was clear that the engine bay was a bit scruffy. This is how one job develops into more! Having dealt with that, now the front suspension looks a mess. Same procedure. Oh no, under the wings are rusty... and so it went on.



Scruffy engine bay

Almost finished now. I'll just take the seats out to clean them and re-paint the floor. Horrors! Woodworm had been munching away at the plywood back of the rear seat and side panels. Three coats of Ronseal woodworm treatment, which is odourless so you can retain the wonderful smell of the saloon car interior, sorted that out.



Almost finished



On to our next one

Emergency Core Plug fix

Two awkward jobs on the Austin Seven are the replacement of the core plugs on the cylinder block. The removal and replacement of the front plug necessitates removing the radiator and then the dynamo with its housing. If you have a round hole cut into your bulkhead low down you can be sure the rear plug has been dealt with through the hole obviating removal of the engine.

About a year ago, my car's front core plug was leaking and time being of the essence that day I needed a quick fix.

I dried off the plug and scraped it clean after draining the block of its water. I then used Wonder Weld two part epoxy putty which cures in the wet and is meant for water tanks.



This is one of those temporary repairs that has become permanent, though the day will undoubtedly come when I shall have to do the job properly but a year on and all is well!

Viv Gale

For Sale - good local home wanted!

1937 Opal (has been in same ownership for nearly 20 years). Good, sound condition, hydraulic brakes, recently renewed pistons on back brakes, gentle local trips during present ownership. **£10,000.**

Contact Andrew Scott for further details and more photos on 01395 232181 or e-mail andrewscott0@icloud.com



For Sale

1937 Austin Seven Opal Tourer. We have owned this car for the last 5 years, but unfortunately ill health means that I have had to give up my licence to drive. The car is in a sound usable condition (not concours), and we would accept £5,000 for a quick sale.

Richard & Caroline Stayner 5, Bell Lane, Ludlow SY8 1BN Tel: 01584 877 608 Mob: 07802 276 386

Email: richard.stayner@btinternet.com



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)

Devon A7 Club - 2020 events

- Saturday July 25th** Waterhouse Farm Vintage/Classic Car Day - Derek Vertenten. **Cancelled**
- Fri. July 31st – Sun Aug. 2nd** Joint stand with DVCC at Torbay Steam Fair. **Cancelled**
- Monday Aug. 31st (BH)** Merry Harriers Classic Car Show. **Cancelled**
- Tuesday Sept. 8th** Widecombe Fair - details to follow. **Cancelled**
- Saturday Sept. 19th** Sidmouth Classic Car Show - please see page 4.
- Sunday Sept. 20th** Re:Fuel Revival - see page 4 - more details next month.
- Sunday 4th Oct. 4th** DVCC Autojumble at Buckfastleigh Steam Railway. More details to follow or contact David Aylmore (details on back page)
- November** To be arranged.

Dates for
your
diary.....

Other Events

- Sat. July 25th** Mid Devon Show, a proper one day Agricultural show. Application form on website - www.middevonshow.co.uk/classic-vehicles-motorbikes/. For information - contact 01884 820859 or e-mail: office@middevonshow.co.uk. **Cancelled**
- Sat/Sun Aug. 1st/2nd** Rosemoor Vintage Weekend. **Cancelled**
- Sat Aug. 15th** Dalwood Fair – very Traditional Village Fair - Jubilee Fields, Dalwood, EX13 7EW. **Cancelled**
- Sunday Aug. 16th** Re:Fuel at Dunkeswell (see page 4.)
- Sat/Sun Aug. 22nd/23rd** Bicton Gardens Vintage Weekend. Camping and entry is free. Entry form available on the Club website, or at www.bictongardens.co.uk or from David Aylmore (details on back page)

Dragonfly

THE RALLY PLATE COMPANY



WE DID IT!
£15,000 RAISED FOR OUR NHS!
THROUGH THE SALES OF OUR STAY HOME RALLY PLATES

We couldn't have done it without you!
Thank you to everyone who purchased our
"Stay Home" Rally Plates

As a 'thank you' for your support, we will be announcing a competition via our social channels on July 20th 2020, and then via e-mail.

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 - 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 - 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

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.

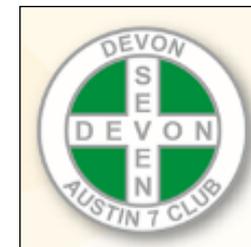
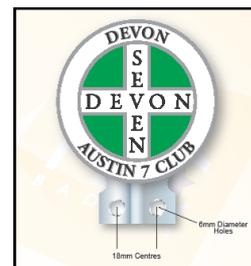
We also now have a very smart embroidered club badge available. It is 3 1/4" (80mm) in diameter and is, as shown in the picture, very similar in design to the car badge. Cost is £3.50 (plus 50p postage)

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 David Aylmore 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

Chairman:

Richard Bishop
40 Feltrim Avenue
Exeter
EX2 4RP



Tel: 01392 439916

E-mail: chairman@devonsevens.co.uk

Secretary:

David Aylmore
Corner Cottage
Ideford
Newton Abbot,
TQ13 0BG



Tel: 01626 852259

E-Mail: secretary@devonsevens.co.uk

Membership Secretary:

David Aylmore
Corner Cottage
Ideford
Newton Abbot
TQ13 0BG



Tel: 01626 852259

E-mail: membership@devonsevens.co.uk

Treasurer:

Mike Gregson
Penpark
Bickington
Newton Abbot,
TQ12 6LH



Tel: 01626 821314

E-Mail: treasurer@devonsevens.co.uk

Car Identification Number Registrar:

Nick Borst-Smith
Waterhouse Barn
Coddiford Hill
Cheriton Fitzpaine
EX17 4BD



Tel: 01363 866 819

E-mail: registrar@devonsevens.co.uk

Committee Member:

Ian Jones
The Old Stable Yard,
Aish
Stoke Gabriel.
TQ9 6PS



Tel. 01803 782641

E-Mail: ian@devonsevens.co.uk

Committee Member:

Nigel Brookes
Worston Farm
Yealmpton
PL8 2LN



Tel: 07932 150738

E-mail: nigelbrookes60@gmail.com

Newsletter Editor

Janet Aylmore.
Corner Cottage
Ideford.
Newton Abbot.
TQ13 0BG



Tel: 01626 852259

E-Mail: devon.sevens@hotmail.co.uk

DVLA Authorisation Representative

Howard Palmer
c/o Corner Cottage
Ideford
Newton Abbot
TQ13 0BG

Tel: 01626 852259

E-Mail - secretary@devonsevens.co.uk

The views expressed in this newsletter are those of the writers and not necessarily those of the Editor or the Devon 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 or information given in this publication.