



Devon Sevens

September 2020

Newsletter for

Issue 130

The Devon A7 Club



Paul Sleeman has been enjoying a 'staycation' - see page 11 for more photos and his account of the trip.

Chairman's Chat - September 2020

I am sure that I am not alone in feeling this year is turning out to be so strange I am not quite sure where I am at any one time. Days and weeks seem to merge together and although I am busy as ever with projects and the allotment there are no major happenings to participate in or look forward to. I must admit that I find shopping such a strange experience with masks on, with only eye contact and not knowing if there is a smile or what behind the material. Having said that my daughter in law has just returned to work so our services are required once again to look after the grandchildren, so we will be out to Bow for Thursday evenings and all day Fridays to help out, a bit of routine back at last!



We do have a Club event on the horizon which is the Re:Fuel Revival happening on Sunday 20th September at Dunkeswell (details in the mag). Let's make it a bit special seeing that it will be the first Club 'do' since lockdown. It will be good to meet up with everyone and put the world to rights!

A couple of months ago I mentioned that I had written to RH Insurance suggesting that they might like to refund part of the insurance premium for my two Austins, seeing that the cars had not moved for several months. Unfortunately they declined saying that the Austins' premiums are already heavily discounted which left them with no wriggle room, oh well I tried!

The Special is back on the road once again with the dynamo charging thanks to the expertise of club member Peter Gilbert. We started with emails and phone calls but the outcome of all the tests that Peter asked me to carry out only resulted in more head scratching and perplexion. So with the dynamo once again removed from the Special I set sail in the Ruby for deepest Dartmoor and spent a most entertaining morning listening to Peter relate many of his experiences in the world of car electrics. He soon had my dynamo up on his test bed and checked out the wiring layout of the six to twelve volt conversion which turned out not to be quite as expected, little wonder all the answers to the tests he asked me to do gave different readings! With the correct polarity and with the dynamo running everything was as it should be. Many, many thanks Peter for your time and expertise.

The final bit of news was that our Golden Wedding anniversary in July turned out to be an impromptu street party as one of the young mums got to hear about it and did a bit of behind the scenes organising. Everyone brought their own drinks and two mums had baked sponge cakes in the shape of a five and a zero. They all came down to our end of the cul de sac and toasted us in style, what a surprise! Therefore what looked like being a rather quiet celebration turned out to be a truly memorable occasion and yes we did have fish and chips for supper as well!



So as ever I do trust that everyone is well and managing to stay on top of everything and hopefully a number of us will have the chance to meet up in September.

Richard Bishop

Secretary's Notes - September 2020

No sooner had the August Newsletter been distributed, including an article promoting the Sidmouth Show, when I had an e-mail confirming that it had been cancelled. Such a shame as I know several members were looking forward to this annual get together. Ah well – roll on 2021!!



With that experience in mind, I hope that we are not jinxing the Re:Fuel Revival event due to take place on Sept 20th (See page 4). Please come along if you can, but do note that entry is by pre-booked tickets only, and numbers will be strictly limited for obvious reasons.

I suspect that those members who have their cars insured with 'RH' will already know that the Insurance Provider 'Richard Hoskins' (RH) has been sold by 'Hiscox' to 'A-Plan Insurance'.

I have been advised by Emma Airey, the Head of RH Specialist Vehicle Insurance, and the A7C Association contact at RH that they see this as a positive step and that the relationship between The Austin Seven Clubs' Association and RH Insurance will remain unchanged. Furthermore, I understand that existing cover to our members will also not be affected and that they will continue to be looked after by the same dedicated RH team, accessed via the same contact details, with no interruption to service. RH insurance policies will continue to be insured with ERS (Syndicate 218 at Lloyd's) and serviced by ERS Syndicate Services Limited (ERS).

I heard this month from Paul Lawrence, secretary of the A7 Clubs Association that to maximise resources for the Centenary Rally in 2022 the Association are considering the possibility of securing Charitable Status to qualify for VAT Relief.

A considerable amount of money will be spent on the Rally so they are keen to ensure that the money goes as far as possible so would be interested to hear from anyone in our club who has expertise in this area. If you can help or offer some advice with regards to gaining Charitable Status, please contact me in the first instance and I will put you in touch with Paul.

On page 10 you will find an article by Viv Gale who has been brave enough to include a photo of his garage/workshop before he decided it needed some attention. Now here's an idea - who else is willing to send in a photo of their garage/workshop – I bet there are not many as tidy and smart as Viv's is now (apart from yours Nick of course!) – I'll show you mine next month if you show me yours'.

Hoping to see some members out and about before too long, and please stay safe in the meantime.

David Aylmore

Out and About



Nick Borst - Smith had an interesting day at the August Re:Fuel event, although he didn't take his Austin on this occasion.



Chris Bird has been out and about in Exeter with his newly restored 1924 Chummy.



This event has been cancelled

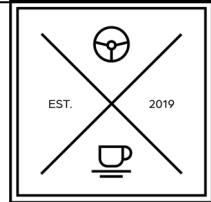
**The Sidmouth Classic Car Show scheduled
for September 19th 2020**



Re:Fuel Revival - Sunday September 20th

**Mansell Raceway Karting Circuit,
Dunkerswell Airfield, EX14 4AH**

Free Admission for Club Members (Usually £5 per vehicle.)



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'.

Following the e-mail circulated earlier in August, we have a number of members already booked in but there is always room for more so please contact either Nick on 01363 866819 e-mail registrar@devonsevens.co.uk or David on 01626 852259 e-mail secretary@devonsevens.co.uk to obtain the link for your free pass.

With overall event numbers limited, places will fill up fast, so if you would like to come along, don't delay, contact either Nick or David ASAP.

To be 'COVID safe' and to meet the government's test and trace rules, admission will be by advance ticket only and there will be a limit on numbers. Social distancing and extra public health measures will be in place to keep everyone safe and all food will be take away with contactless payment. There will be a one way system with 2m distancing in queues for food.

For the latest information about Re:Fuel, have a look at www.facebook.com/ReFuelSW or check the Devon Austin Seven Club Facebook page.

New Member

This month we welcome Peter Vowles to the Devon Austin 7 Club. Peter lives in Stoke St. Gregory in Somerset, and owns a 1935 blue/black Ruby. The car has the original engine and upholstery and is believed to be just a 2 owner car.

We look forward to seeing Peter and his car at events in the future.

Who fancies a bit of an A7 adventure next year?



Following the cover story in the July Newsletter, I contacted Andy Graham 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 in July, 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.)

Secs Note - After the publication of this article in last month's newsletter, I did not receive any interest, however, I thought I would repeat it once more, just to make sure that it hadn't been overlooked.

Flipbook

As you may remember, last month we experimented with a new format for emailing 'Devon Sevens'. However, as we received no positive feedback - in fact we received very little feedback from our members, we have decided to stick with the original pdf format for the newsletter.

Janet (editor)

David's Diary

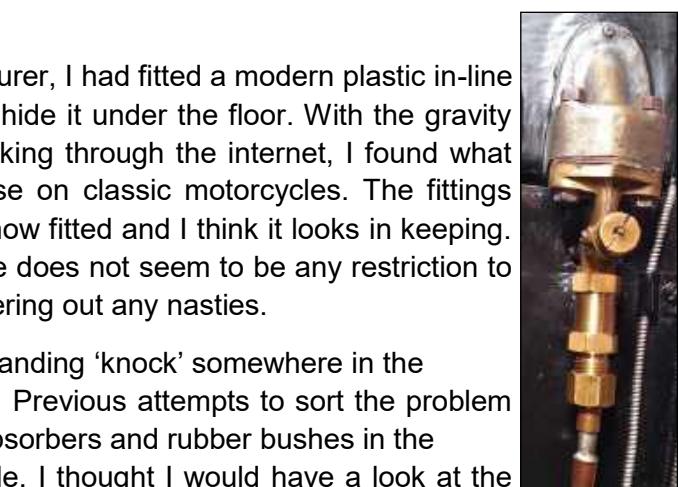
The petrol tap problems in our Milk Delivery Car continue and I have now reverted to the original style corks in both the main and reserve taps, and as I was getting thoroughly frustrated by this time and willing to try anything to stop the leaks, I took some advice to massage the corks with a Silicone Grease before fitting. I wasn't so frustrated that I bought the recommended brand which was an eye watering £68 + for 100g, but settled for a Granville product costing £6 and so far, touch wood, it seems to be working.

Whether it was the Vaseline I had previously used, or something else getting into the petrol I don't know, but on our trip to the Cornwall Birthday Celebrations we did have a problem. All was going well until about a mile from Cheriton Fitzpaine when the engine just died on us. After taking out both jets and blowing them through, we made about another 100 yds before failing again. A further clean of the jets saw us get to the Cream Tea rather late and after using Nick's compressor to have another go at the jets, all was well on the journey home until climbing a steep hill towards Ashcombe, when the engine died again. This time opening the reserve fuel tap resolved the problem, so whether the level was just a bit too low, or there was a temporary blockage I don't know.

Some time ago, after a similar problem with our 4 seat tourer, I had fitted a modern plastic in-line fuel filter and with the rear mounted tank, I was able to hide it under the floor. With the gravity tank on the MDC, I had to think of something else. Flicking through the internet, I found what looked like a very discreet, brass filter designed for use on classic motorcycles. The fittings looked OK and so I thought it might be worth a try. It is now fitted and I think it looks in keeping. (*see photo on the right*) After just a short test drive there does not seem to be any restriction to the flow of fuel but only time will tell if it does its job in filtering out any nasties.

Last month, I decided to have a go at finding a long outstanding 'knock' somewhere in the transmission or suspension on our 1934, 4 Seat Tourer. Previous attempts to sort the problem have included looking at the half shafts, brakes, shock absorbers and rubber bushes in the suspension links. All without success. With time available, I thought I would have a look at the propshaft and the fabric coupling to see if there was anything obviously wrong. With the car up as high as possible on stands, I could not find anything amiss apart from the fabric coupling being a bit distorted.

For a long time, I have been storing some spares I acquired many years ago (30+) from my brother who briefly followed me into A7 ownership but moved on swiftly to other machinery. Amongst the bits was a propshaft wrapped in plastic which looked to be unused but for a long time I had thought was from a more modern car as it had a Hardy Spicer unit on both ends.



However, from various reports I had seen recently I realised that it was from a later model A7 so thought I would try fitting it. As with all things A7, it did not prove to be quite as simple a job as I thought with both the flange on the gearbox and Torque tube having to be changed as well as needing a complete set of new bolts with a special 'D' shaped head.

They, of course did not fit easily and each hole in the second hand replacement flanges had to be gently filed out to get a snug fit.

However after spending quite a while under the car – who needs a Gym membership when you have an A7 on axle stands to work on? – the transfer was complete and to my delight, the knock has finally gone.

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Having examined all the various parts of the 'old' prop, I can only think that the problem was a little play in the old style Hardy Spicer joint at the Torque Tube end as everything else looked fine. If and when I get time, I might see if it is possible to get some replacement bearings as it would make a useful spare to have on the shelf.

Of course there is always something else to do and having driven an 80 mile round trip to the July Re;Fuel meeting, there was definitely a 'new' engine noise which needed investigation. My first thought was a dynamo bearing, but having taken the unit off and run it on the bench it was fine. Then with the timing gear inspection cover off it was obvious that there was rather too much play visible when the engine was rocked on the starting handle.

At first, I did think that it might be possible to change the timing gears with the engine in situ, but when I thought that through, realised that it was a non-starter. However, I did want to check that there was nothing too dramatically wrong with the engine so spent a couple of days taking off the radiator and timing covers and then doing an oil change and dropping the sump & gauze filter. Apart from some wear to the timing gears, I could not see anything else wrong, so everything went back together with a planned engine strip and replacement timing gears now in the diary for the Autumn /Winter. It will be nice to have something to do!!!

Hopefully by the time you read this, I will have enjoyed the first Show of the year with our cars at the Bicton Gardens Vintage weekend.

Happy Austineering.

David.



FBHVC Matters

Okay, so it's not Austin Seven related, but I thought that the editorial in the latest FBHVC News was so good that it warrants sharing.

FBHVC Editorial

Imagine you were born in 1900. At 14 years old, the First World War breaks out and runs until you have your 18th birthday with 22 million dead around the world. Soon after that and in time for your 20th birthday, a global pandemic of Spanish Flu strikes with 50 million dead by 1920. By the time you celebrate your 29th birthday, a global recession breaks out, the New York Stock Exchange collapses and millions suffer in poverty and famine. Riding on the back of this, when you turn 33, the Nazis come to power in Germany. Just before your 40th birthday, World War 2 begins and by the time you are 45, some 60 million have been killed in that conflict, plus 6 million Jews. When you are 52, the Korean War begins and when you are 64 the Vietnam War breaks out and lasts until you are 75! Not to mention the Cold War which probably outlasted you altogether.

Just as those previous generations fought for a better life, so we will come out fighting to return to our previous way of life and once again to enjoy the collective use of historic vehicles and the camaraderie they bring. We will get back to it, patience is required, but normality will return through collaboration and support for one another.

Wayne Scott, Communications Director of the FBHVC

A7CA Magazine

50 Years of the Magazine of the Austin Seven. It was in 'the summer of sixty-nine' that ten Austin Seven clubs decided it was time to unite all British Austin Seven enthusiasts and so they created the legendary Magazine of the Austin Seven. The first edition appeared in January 1970. Who would have dreamt that half a century later each new issue of the Magazine would be so dearly cherished by thousands of readers worldwide?

Hans Hommes, A7CA

Sam's Travels

I see that you lot are still wearing muzzles, whilst us gentle Labradors, especially of the outstandingly modest and pedigree variety are exempt – perhaps you really do bite?

So, what's to report? We went to a fairly posh, vintage, Petrol heads' picnic and jolly good it was too, we had pork pie, smart potato crisps and cake, well actually I didn't get the cake but had biscuits instead. I don't do the green-stuff either, which I thought only rabbits ate?

Hey up – I'm being nudged to mention something about old cars. So not too far from where I'm to, and just across the border where thay Somerset folk live, there was a fully compliant, socially distanced gathering for an appropriate number of sensible people and their incredible cars. Although the location was in the heartlands of an Austin 7 stronghold, only 2 representatives were present - one being a RP and the other being our RN.

I have to admit to being slightly humbled to the presence of some very fine vintage classics, almost jaw dropping in their magnificence, but of course posh Labradors don't go in for drooling – very bad form! I was very much taken with a superb pair of Vauxhall 30/98's parked side by side!



Our immediate, but situated over 2m distant, neighbour was a fantastic, robust beast of a car, sounding like a traction engine, deficient of mudguards but fully roadworthy and adorned with an elegant nick-name, as shown. I can just see myself in one of those, clad as per the driver and navigator in a leather flying helmet and proper Biggles goggles. A jaunty yellow scarf as well may just compliment the magnificence of my silky ears flying in the wind!

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The owner of 'Bloody Fool', Martin Bell told my driver that it's a 1925 Singer 10/26 that his father acquired some years ago in bits, and they rebuilt it using what they had lying around in the garage. It's named after the age related plate that came with it, and the state of mind you need to be in before driving it. After hearing that, I am re-thinking the flying helmet & jaunty yellow scarf thing! – On reflection, an elegant pose on the back seat of that Vauxhall 30/98 would be much more in keeping with my breeding.

Our 'Jane Austin' albeit with recently acquired brakes, will not now be quite the same but at least she's got mudguards!

Last month, I spoke too soon of hopes for the Sidmouth Classic. Alas, this too has fallen victim to the anti-plague restrictions - but a Dog's life is still good.

Sam Barker - Hon (Life) Member No 62D

FBHVC Matters

2000 Enthusiast Survey



As noted previously, as you are a club member, you are also a member of the FBHVC. This is a reminder for you to please take part in the Enthusiast Survey on their website, which will now run until the 12th October 2020.

The Federation of British Historic Vehicle Clubs are having to make the case for historic vehicles retaining their current access and freedoms on our roads more and more strongly in coming years, as we navigate the most challenging period in our history. If we are to defend the use of historic vehicles, then we need to act and act now. The Federation needs your help.

The survey is being conducted on behalf of the Federation of British Historic Vehicle Clubs and aims to generate important insights on the sector. The answers you give will help shape the future for historic vehicles within the United Kingdom.

In the light of the devastating effects of Covid-19 and the cancellation of so many historic vehicle meetings it was decided to bring forward the survey to use 2019 as the base year. When you complete the survey please consider your answers in the context of activities undertaken in the year to December 2019.

The answers you give will be used to benefit the historic vehicle movement as a whole and will shape the future focus of the FBHVC acting on behalf of its member organisations and all enthusiasts.

On submission of your questionnaire, you will be given the opportunity to enter a prize draw to win one of the following prizes: A year's Club Insurance policy to the value of £250 including IPT, courtesy of Peter James Insurance, one of three pairs of tickets for the 2020 Lancaster Insurance Classic Motor Show with Discovery, Courtesy of Clarion Events, or one of 15 display copies of the [FBHVC's](#) historic vehicle wall chart.

Complete the survey here: <https://www.fbhvc.co.uk/2020-enthusiast-survey>

Unfortunately, the survey is only available on-line.

John Turley.
FBHVC Representative.

Time for a Change

Ten years ago we downsized leaving behind a large house and garden and a super double garage.

I sold my boat and all its trappings from the garage e.g. outboard motor, inflatable, ropes, anchors and lifejackets and also I parted with my 1968 TR4A which I had restored. It was a drastic clear-out!

We moved to a brand new house with an empty, clean, uncluttered **single** garage.

I started to miss cars and boats.

I bought an Austin Seven and shortly after that so I could get about a bit more quickly a 1977 MGB Roadster. The garage started to fill with 'bits' And it got oily. I made a workbench from some left over kitchen worktop with an unmatching shelf below. I hung things from nails on the walls and the place took on a workmanlike image. Or so I thought . My wife wasn't that impressed so to help tidy things up I bought some kitchen cupboards from Wickes and screwed them to the wall above the bench. Perhaps white wasn't the best choice for the cupboards and oily hand marks started appearing, as did oil on the new concrete garage floor.

Our holidays to France and Spain have been cancelled this year so I have had more time to survey the garage scene, as has my wife!

Something had to be done, so I did it.

I tore out the workbench, shelves, cupboards, removed the pillar drill and bench grinder and took all from the nails on the walls. I threw away the woodwormy stepladder and the rusting ancient workmate. I gave away all those things I was keeping as they would 'come in useful one day'.

I painted the floor in antislip grey paint, that got rid of the oil drips.

And then I bought a steel Sealey modular integrated workstation with cupboards and a stainless steel worktop with back plates to hold tools.

Fitting it was worse than a whole suite of IKEA furniture as far as instructions were concerned but together with a steel tall cabinet all my tools and 'stuff ' are organised.



BEFORE



and

AFTER

Yours tidily

Viv Gale

(Wow! Very impressive Viv David?)

Paul and Jenny have been out enjoying the countryside on their doorstep

With the lack of Cornwall and Devon club activities both Jenny and myself decided to spend a few days on Bodmin Moor. We found a little campsite beside Cheesewring at Minions. I found an old route map that Bob Kneale (CA7C) arranged in 2016 and decided to revisit the run in reverse.

It took us around many single track roads onto Jamaica Inn and back around Colliford Lake. Whilst at the lake we stopped for couple of hours for a walk and picnic. Just near the camp site Skye (the dog) and myself walked around Phoenix Mine which the Duke of Cornwall visited in June 1994.

Many other runs out during the stay were done with the most beautiful views over the Moors especially from Caradon Hill transmitting station. All this on my door step not an hour away from home.



Paul Sleeman

October 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 October issue should be with me by **Wednesday 16th September 2020** and the newsletter will be distributed on or before **Wednesday 23rd September**.

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 acknowledged but I need to be made aware of the situation before publishing.

Many thanks. Ed.

Devon A7 Club - 2020 events

Dates for
your
diary....

- | | | |
|---------------------------------|--|------------------|
| Sunday Aug. 30th | Chanters Carnival Classics, Ottery St. Mary | 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. | Cancelled |
| Sunday Sept. 20th | Re:Fuel Revival - see page 4. | |
| Sunday 4 th Oct. 4th | DVCC Autojumble at Buckfastleigh Steam Railway. More details to follow or contact David Aylmore (details on back page) | |
| November | To be arranged. | |

Happy 20th Birthday Cornwall A7 Club.

On 27th July, following many e-mails and messages to and fro, 6 members met up at Cheriton Fitzpaine and using the shelter of Nick's spacious Garage/Workshop (I'm not at all jealous!!!) enjoyed an impromptu and socially distance Cream Tea.

The idea was to send virtual best wishes to our neighbours in Cornwall as they celebrate their Club's 20th anniversary this year. With Nick & Lizzie doing the camera, direction, production and editing work, a short video was sent to the Cornwall Club shortly after our meeting. For those members who look at 'Facebook', I think it is still available on the Devon Club page if you would like to see the finished production.

Despite Jan & I having a few problems with our Milk Delivery Car on the drive out, it was great to be able to meet up with some A7 friends and thanks must go to Lizzie & Diane for providing the refreshments.

David



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



For Sale

1930 Austin heavy 12/4 Open Road Tourer. A most attractive primrose cream gives the car its name, Primrose was given the livery of Lords Cars (look online) a very large chauffeur hire service some 40 years ago, hence the colour, the pinstripes and the white wall tyres. A very original car, 12v coil/distributor, overhauled AutoVac primed by inline (Austin) fuel pump, fuel filters, complete brake rebuild, brand new starter motor, leak free radiator etc.

The full red leather interior is definitely all original, the drivers seat having been reassembled without any new holes in the leather or frame. We believe the trunk to be the cars original, again remarkably good for 90 years use, the three lightweight suitcases, yellow silk lined, bear the sticker 'Hotel Regina Vencia' which is interesting. Sidescreens stored in doors.

Starts well, everything works, no smoke, annual professional maintenance, a lovely vintage car. Sadly for sale as creaking joints seize up!

£16,000 ovno



Please contact Bob on 01884 798021 or email: itsmebobogle@gmail.com

Wanted

Petrol filler cap for a 1924 Chummy. (Sec's Note - any cap from an A7 with a gravity tank should fit)
Please contact Ed Bird if you can help. Tel: 07515 688907 or e-mail: edward_bird@msn.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)

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:

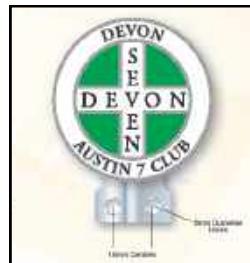
steve-j-day@outlook.com

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
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TQ13 0BG

Tel: 01626 852259

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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
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