



# Devon Sevens

November 2020

Newsletter for

Issue 132

## The Devon A7 Club



Some of the cars lined up at the Re:Fuel Revival Meet on 20<sup>th</sup> September at Dunkeswell.



## Chairman's Chat - November 2020

This month I shall try and be a bit more positive, although the news is not good, especially here in Exeter where our returning University students have managed to push up the Covid numbers. September saw our first Club event since March, which was the Refuel Revival held at Dunkerswell airdrome. We were really lucky with the weather and everyone congregated by our cars to munch sandwiches and to catch up with all the news.



There was a good turnout of our cars and it was definitely a very successful event so good to see everyone. Still on the subject of cars, our modern was MOT'd last week and just managed to pass with the warning that next year there would be a major amount of work to be done. As luck would have it the garage was just in the process of selling a very clean, low mileage, one owner from new, Peugeot 206 at a silly price! So the deal was done and I now have the job of making the Ford presentable so I can move it on quickly with its year's MOT, I do hate car cleaning! A slightly different vehicle was the one being driven by my son who had to travel to Barnstable recently to collect a load of flares for disposal. We were at his house at the time looking after the grandchildren who were allowed to briefly turn on the siren and blue lights, great fun.



Recently I enjoyed participating in a Zoomed AGM meeting held by the Dorset Austin 7 Club. The system takes a little getting used to but it does mean one can see and talk to friends not seen for many months. I think the lack of contact with one's friends is the biggest problem caused by Covid and I really do look forward to the time we can all meet up again. As always look after each other and keep safe.

*Richard Bishop*

## New Member

This month we welcome Andrew Scott back to the DA7C. Andrew lives in Woodbury Salterton and owns a 1926 Pram Hood Chummy in blue/black. His wife owns a 1937 Opal which is currently for sale - see page 12 for details.

We look forward to seeing Andrew out and about once things return to some sort of normality.

## Secretary's Notes - November 2020

It is sad that as with last month's edition of 'Devon Sevens' I have to start my notes by recording the loss of another member.



As many will have heard from the e-mails circulated in late September, Mike Dare from Axminster sadly passed away on the 26<sup>th</sup> Sept. I only got to know Mike over the last few years since he joined the Devon Club, however, he along with his wife Joy, was a very active A7 owner with both the Bristol & Cornwall Clubs over many years. His 'Dare's Rapid Response' beautifully restored A7 van was very well known throughout the west country and far beyond. In recent years Mike & Joy trailed the van behind their motorhome on many A7 Club holiday runs and I know that those who travelled with him on those events have many cherished and undoubtedly humorous memories. Our thoughts are with Joy and her family at this time and he will be sadly missed throughout the A7 community.



As you know the Austin Seven Clubs' Association works very closely with Richard Hoskins Specialist Insurance and both organisations are keen to ensure that Austin Seven owners are able to make the most of what is left of the year and enjoy their cars as much as possible. To this end Emma Airey, Head of Specialist Insurance, has asked member clubs to confirm that those who are insured with Richard Hoskins and who may have reduced their insurance cover during the lockdown period, can get their cars back on the road without any extra admin charges being made.

Whilst I have not taken our 7's off the road, I was very pleased to find that when I recently made two changes to our policy with RH, there was no admin charge and the amendments were made without delay or problems.

Many of you will know, that under the umbrella of the A7 Clubs Association, several separate Registers are maintained to record details of the various different A7 models. Some years ago, the 'Van register' fell dormant, but recently it has been revived by Chris Blower who is keen to hear about any A7 Commercial vehicle, be it Van, Pick-up, or indeed Milk Delivery Cars!! Chris has just over 20 vehicles on the register so far but would like to hear from owners of any other A7 Commercials – Chris can be contacted on [boxsaloon@talktalk.net](mailto:boxsaloon@talktalk.net) or by telephone on 01376 343529.

The Association are also looking for a volunteer who has some experience with insurance of large scale events in connection with the planned centenary celebrations in 2022. It is planned to have some extremely valuable cars and assets from museums and collections on display and they need to ensure that they are covered sufficiently for this purpose, as well as the general insurance requirements necessary to safely run such a large scale event. Hugh Barnes (archivist) has started the ball rolling and made initial contact with some insurers but the time has come to find an Insurance expert of our own to take over negotiations and ensure the best insurance outcomes are achieved.

If you have the relevant experience, or indeed know someone who has and who might be willing to help out, please contact me in the first instance.

I received an e-mail earlier this month from a small business in Southampton who say that they can manufacture "Three dimensional solid objects from a digital file using additive processes". I will admit that this sounded far above my head, but when I read on and saw that it is possible to manufacture, by 3D printing, one-off items in a variety of materials such as Aluminium, Steel and Copper I did wonder if this could be a useful source of some hard to find/difficult to machine A7 parts. I have not investigated costs or any other details, but if any member has experience of this process, or would like to investigate further, please let me know.

I look forward to the time when we can all meet up again but in the meantime, please continue to stay safe.

*David Aylmore.*

## FBHVC Matters

### National Drive it Day 2021

The FBHVC has announced that in 2021, Drive it Day will be run in support of the nationally important charity. The NSPCC's Childline.



As the role of the FBHVC and the historic vehicle movement evolves and we become ever more aware of all our duties to contribute to wider society, the Federation has been exploring ways to develop National Drive it Day and reposition the event so that, as well as fulfilling its aims to raise awareness of the historic vehicle movement, we can also use it as an opportunity to contribute to society.

Therefore, it is with great pleasure that the FBHVC has announced that it will run next year's Drive it Day, scheduled for 25th April 2021, in support of the NSPCC's Childline service.

During the current pandemic, vulnerable young people have been less visible to professionals and their safety nets have fallen away. Home is not always a safe place for a child. Children have also been exposed to more potential risks at home as parents and carers have come under increasing pressures from the current challenging times.

Individuals can donate simply by purchasing a Drive it Day rally plate for their vehicle, which will be available to purchase shortly online. Clubs can help by organising an event or rally to raise money and by donating the proceeds to our JustGiving fundraising page, the link for which can be found via [www.driveitday.co.uk](http://www.driveitday.co.uk).

*John Turley*

## Noisy Timing Gears? Sorted!

Reading David's remarks last month about the noisy timing gears in his 4 seat tourer reminds me that many years back I started to think about the same problem (so long back it was before I was tested for deafness about 20 years ago) .

I was talking to John Friend about it and he thought it likely that the timing wheels were not quite meshing right due to camshaft end float and he suggested I leave it until I could inch the engine forward enough to access the rear end camshaft bush undo it and slip a thin steel washer in between the camshaft and its seating in the bush. This I did soon after when relining the clutch and found it did greatly reduce the rumbling. John had done this to his own A7 so he knew it might work.

Getting good replacement gearwheels was not easy then, the larger gear wheel was the same as that used on Qualcast mowers to engage with the kick start pedal and I had one as a spare but unfortunately it went with a few other bits to a chap from Cornwall before we moved to this address.

Of course, the simple answer for me if it happened again now, would be to turn off my hearing aids!!!

*Eddie Eddles*

## Thought for the Day

This was seen in a recent copy of 'Automobile' written by Will Ingleton, a Counsellor and member of the British Association for Counselling and Psychotherapy, so seemed to know what he was talking about!

***'The garage has been a place of peace away from...the pandemic. A place of safety, a place to feel content and confident when outside is full of risk...hours well spent scratching heads trying to get a gasket to fit (or, in my case dealing with a reluctant fuel pump). The mental benefits of these small but rewarding tasks are to be seen in the garage and in the health and happiness of us fettlers...From a neurological perspective when we use our frontal lobe to solve a problem...it releases dopamine, an important hormone for well-being, and this gives a sense of achievement.'***

So, we no longer need an excuse to be out in the garage – it's good for our health!!

*First published in the Hereford A7Club – Crankhandle -Sept 2020*

## David's Diary

Oh dear, what have I done!!!!



Another '7' has joined our family. I won't bore you with the full story, but just to say that I am a firm believer in fate and this car came to my notice just as I was musing over the possibility of getting another project and having settled in my mind on an RP Box Saloon as the first choice. That together with the obvious number plate connection (not only the surname link, but I was born in 1948) meant that it just had to be.

There was the best part of 1,000 miles of driving involved in acquiring it, some interesting negotiations on price and more than a few messages back and forth, but now that is all done and dusted, I am very pleased with the car. I am still considering whether to do the minimum amount of work needed to get it on the road, or to do what it really needs which is a full body off restoration. Problem is, I just don't have the space for that work.

In fairness, Jan told me time & again over the last few years that we didn't have enough space for a 3<sup>rd</sup> A7 but even she did soften when I pointed out the number plate and that when we went out in it, we wouldn't get wet as we do in both our other soft top cars.

For the record, it is a 1934 RP Box Saloon which has been laid up for around 12 years. The vendor inherited it from his brother about 2 years ago and knew nothing of its history or what work had been done to it, or even when the engine was last started. From my first few days of investigating, it is a real mixed bag with some parts, such as the roof, needing considerable attention whereas the chassis and running gear looks like it was rebuilt before being laid up. It has 4 x 15" 'West London' wheels which were as far as I know only built for 750MC style Racing Specials, but nothing else on the car looks like it has been prepared for any sort of competition. The engine appeared to have suffered from a water leak, but after checking the radiator, all was well and even the oil looked clean on the dipstick. The petrol was understandably very stale and when I tried to drain it out, the plug fell out of the tank at the first touch of the spanner so I had to rig up a temporary supply.



With the plugs & points cleaned – no replacements being necessary – it fired up and ran quite sweetly. I even drove it a few yards in and out of the garage just to see if the clutch & gears worked. So, all in all, I am quite hopeful that the mechanics won't need too much attention for now. (Only time will tell if I regret printing that statement!!)

It will at least keep me busy during these difficult times, and give me something to write about in the newsletters over the coming months.

Apart from that excitement, I did get out and about a bit this month in our other cars. I intended to take our Milk Delivery Car to the Re:Fuel revival meet on 20<sup>th</sup> September at Dunkeswell, but unfortunately, just a few miles from home, the fuel blockage problem returned and despite two attempts to clear the jets, it refused to go any further, or to get me home. In the end, I had to walk the last mile, as there was no mobile reception where I stopped, pick up the trailer to recover the car and swap everything into Mabel, the 4 seat tourer and set out 1 ½ hours late. But better late than never and the rest of the day went really well with a strong club turnout and a clear, dry day.

*Continued on page 6*

David's Diary continued from page 6



While making preparations to trailer the Box Saloon back from Manchester, I bought some new ratchet straps and as they were far too long, I ended up with two spare lengths of strong webbing. Recalling a photo in the newsletter a few months ago, and with Jan's help on the sewing machine, I now have 3 straps (1 for each car) which will make lifting the battery in & out much easier in the future.

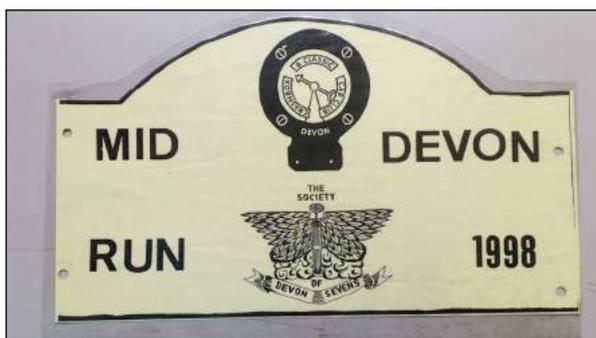


Happy Austineering.

David

## A7 Memories from Anne Whellock

Look what we found when we had a bit of a clear out. Mid Devon Run organised in 1998 by Ron Mackie, the Society of Devon Sevens and Crash Box Club.



Ron, sadly no longer with us, was the builder and previous owner of Richard Bishop's Austin 7 Special. His was not the only Austin 7 Special to be built over the telephone. Ron was so enthused by seeing us compete in MCC Trials back in the 1990's in our Austin 7 Special that he built his own. Many phone conversations were required. And it's still going strong in the capable hands of its current owner.

*Secs Note - Thanks for the memory Anne. Its very interesting to see the 'Society of Devon Sevens' badge. Over the years since the Devon A7 Club was formed, several people have, in conversation, referred back to a previous Devon Sevens Club but this is the first time I have seen any evidence of it in print. If anyone else has any memorabilia or indeed personal recollections of the Society, we would be interested to hear from them.*

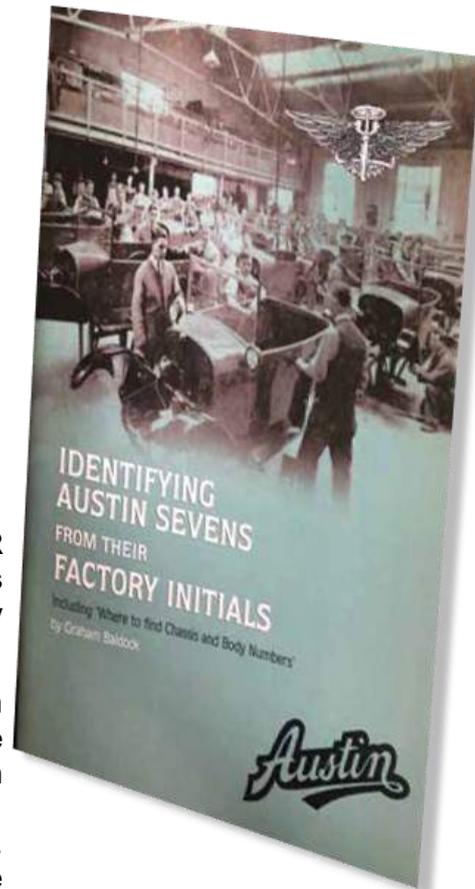
## IDENTIFYING AUSTIN SEVENS from their FACTORY INITIALS

### Special Discount Price Offer to Devon A7 Club Members



My booklet, 'IDENTIFYING AUSTIN SEVENS FROM THEIR FACTORY INITIALS' proved to be very popular when it was launched in 2015 and was sent out by the A7CA to nearly 3,750 members.

In 2017 the A7CA put on their website an electronic version (the Second Edition - with updates) and earlier this year the Third Edition became available once again in printed form with even more updates. Handy for the glovebox and preferred by many once again as a physical printed booklet. This is a limited edition of 500 copies, many of which have sold but now I would like to offer the remaining copies exclusively to your club members at a discounted price of £4 inc P&P (standard price £5) a copy.



This discount lasts until the end of December (or until stocks run out) so they would make a nice Christmas present

The booklet consists of 24 colour pages detailing the differences between the various models when they left the factory at Longbridge. The information is verified and checked by Phil Baildon the A7CA historian, and by Dave Martin using the original factory cards saved by the late Bob Wyatt. There is also a section on where to find those elusive Car, Engine and Chassis numbers, as well as a page on the original launch prices. It's been described as a 'must have, for any serious Austin Seven owner's library.

Many thanks and best wishes

Graham Baldock

*\*Offer subject to stocks lasting!*

**Sec's Note. – Please let me know if you would like a copy as I have to order in bulk from Graham to obtain this discount for you.**

**David Aylmore. Contact details on the back page of the newsletter.**

## Christmas is coming....

I have noticed over recent years that more and more people are preferring to make a donation to charity rather than spending large amounts of money on Christmas cards and postage. This seems even more relevant this year with so many charities struggling to raise funds during the pandemic. I plan to have a 'Christmas Greetings' page in the December edition of 'Devon Sevens'. If you would like to use the space to wish your fellow DA7C members Seasons Greetings, please send your message to me before the deadline of Wednesday November 18th.

*Many thanks - Editor (contact details on back page)*



## Mike Dare

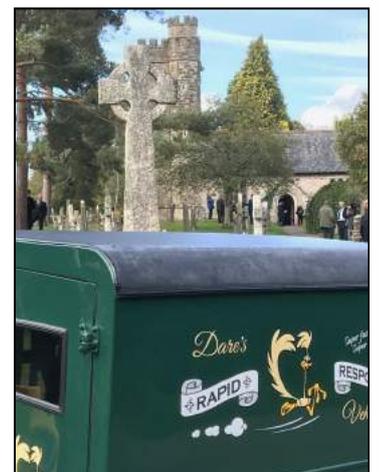
Michael Dare, one of our more characterful members, sadly passed away on the 26th September. Mike, from Axminster was an active Austin Seven owner and together with his lovely wife Joy was to be seen in the 'Dare's Rapid Response' A7 Van at many of the shows and runs around the County and further afield.

Paul Sleeman says "Michael will be remembered for his open thoughts, dry wit and not forgetting his Axminster waves and enjoyable company. Mike spent many years out driving his Austin van namely 'Dare's Rapid Response Vehicle'. He was a member of all the South West's clubs, and owned other 7's, but the van was his favourite. After owning the Austins for a while he decided to purchase a Motorhome and join in with the trips with others traveling around Britain, France and Ireland. Many of you will remember what good times were had during these trips. My experience of one of these trips was to go out early one morning in Belgium on a 'Tobacco Run'. It must be one of the funniest days I've ever had in a Seven, getting lost in a big town, Michael driving down a pavement and still back at the campsite by 10.00am to go out on a run with the others. There are many more things to remember about Michael and some of you will have experienced them."

Another close friend, Andy Grabham says "We have today lost a big Austineer and a bigger friend. Mike Dare will be greatly missed by his family and friends."



Mike was driven to his funeral in his beloved A7 van escorted by a procession of some 11 assorted A7s. There was a very high turn out of friends and locals outside the church, and the DA7C was represented by Mike Moore and Judith Dale.



## To Leak or Not to Leak

Whilst Polka Dot is admired in some circles it was not appreciated by my wife when it became a design statement on the brick paving of our drive. Being unable to convince her that it was migratory birds which were causing the problem I had to admit that there was a small oil drip from the sump on the Ruby which might possibly be the culprit.

Having had success in fitting a silicone gasket to the valve cover I decided to use one to try to stop the sump leak which in truth, was bad enough to cause embarrassment.

Removing the sump and cleaning the surface of the pan and the crankcase was no problem. I then brushed both surfaces with Heldtite gasket sealer and offered the sump pan back up to the crankcase.

It seemed to me that the gasket spread a little when I tightened up the bolts but not unduly. I left it for a few hours and then poured in oil and ran the engine after building up oil pressure using the starter with the ignition off.

Out came lots of oil!

I made some phone calls and learned that you should not use any sort of gasket sealer with a silicone seal. It causes them to slide and spread. They must be fitted to dry, clean surfaces. I drained off the oil and removed the sump. The seal was distorted at the bolt holes but worst of all it was split in many places under the strain of trying to slide out of position.



Seven Workshop sent me a new gasket free of charge and Jamie said he would remind people that these gaskets should be fitted to dry surfaces.

I meticulously cleaned off the sump pan and the crankcase and fitted the new gasket. It wasn't easy to fit as it started to bow as I put in the bolts. Eventually I had to remove it again and tie it loosely to the sump pan with soft string to hold it in place. I left a bolt hole at both ends and in the middle and gradually fitted all the bolts removing the string as I went along.

The silicone gasket did spread a little and I put this down to oil coming down the thread in the crankcase and slightly lubricating the gasket as I screwed in the bolt. It hasn't affected the seal though and the sump is now completely oil tight.

I am sure that I could have achieved the same result with a paper gasket and Heldtite but I thought that the silicone seal would take up any imperfections in the surfaces that were to be bonded.



Finally fitted with some slight spread towards the back of the sump.

*Viv Gale.*

Thank you to Michael Pell from the Scottish Austin Seven Club for sending the following article.

## The Charity Box

Perhaps it will interest members of the club to hear how I acquired my Austin Box Seven so here goes.

It all started in 2002 with a front page photo in the Herald showing Brian Souter of Stagecoach along with Jackie Stewart standing up through the sliding roof of an Austin 7 outside what was then the HQ of the RSAC in Blythswood Square. This car was from Brian Souter's personal collection and he was donating it to the Princess Royal's Trust for Carers to be sold at an auction arranged by Anne Gloag (Brian Souter's sister) run by Bonhams at Edinburgh in January. This was a highly respected Trust providing essential money to those who support society by unselfishly giving their time and effort to caring for those in need. It received a lot of press coverage because Princess Anne was very active, not only by giving her name to the Trust but also using her contacts to raise considerable interest in providing items for the sale. Jackie was receiving the car at the RSAC on behalf of the Princess.



I was keen at that time to add a car with a roof to supplement my sports A7 Arrow, and this car not only looked good but also had the registration plate JO where my Arrow was OJ which was exciting. A visit to the Bonham showrooms on George Street Edinburgh showed that it was a worthwhile little car, restored in the Stagecoach workshops with a respray and new leather upholstery. The car had the place of honour in the centre of the salesroom and fitted in well with the paintings, sculptures, jewellery, rare whiskies, furniture and other treasures that had been donated by the great and good of Scottish society. The manager of Bonhams was clearly nervous as to how it might go in the sale because it didn't quite fit the "Fine Art" definition of their normal range of activities, although he did point out that at their Geneva office, the previous November, a Bugatti had sold for half a million pounds. He also pointed out to me that it was sold with the "bought as seen" condition and there was no chance to drive the car or check it mechanically other than turning the starting handle and generally inspecting it, but I felt that it was a risk worth taking.

The day of the sale arrived and Brenda and I arrived and took our places with great anticipation not just due to the A7 but also because in the interests of domestic harmony I had pointed out to her "that there might be other items in the sale of interest to you". Not having been to an auction before, I was glad that the car was lot no 52 out of 153, so we had time to see how it all worked but taking care to keep our hands at our sides. The bidding rate was fast and the values pretty high with even the Princess herself taking part in the bidding. When lot 52 was announced I decided to sit quiet and wait to see who was interested before joining in because there seemed to be a lot of wealthy looking Edinburghers there who might be willing to contribute to a good cause. In the event there were only two bidders in the early stages as the auctioneer started it off at £2000. One of these I could not see but he was very slow in responding whereas the other raised his arm rapidly every time the other's bid was registered. The man at the back I imagine was after the number plate because he soon dropped out and since I was still below my budget I joined in. The man in front of me was the other bidder and continued to raise the price immediately after I bid so I guessed that he was probably working for someone who was not present and had been given a maximum figure. So fingers crossed the bidding continued. Twenty years later I think that I can reveal bids made without concern. The price reached £5500 so I had one bid left before arriving at my budget so I went for £5750 and was immediately topped in front with £6000. Much to Brenda's amazement I withdrew and the car was sold to this man in front and the auction continued, as we remained because Brenda had her eye on a couple of little etchings of old Glasgow which we did not expect to sell well in Edinburgh.

We bought those but that's not the end of the story. As we queued up to pay for them I decided to go back into the salesroom to see if I could speak to the car purchaser and I left Brenda to settle up. I wanted to meet him to find out if he was collector of vintage cars or even a member of our club and I might have a chance to see the car again. There were only three people in the room when I entered and as I approached I noticed that he was there deep in conversation with a lady and another gentlemen so I hung back until the lady spotted me and smiled a welcome. She introduced herself - Anne Gloag and Brian's brother John Souter, who had supervised the restoration work on the car in the factory. The other purchaser, she said, was a friend of the family. I explained who I was and why I had joined them and that got a spirited conversation going which ended with the friend saying to me "If you pay what I bid you can have the car because you are obviously a keen Austin Seven owner." He then explained that he had been bidding to ensure the car was sold for a reasonable figure and wouldn't be sold at a low price if there was a lack of interest. We then went together to the payment desk where he explained the change of purchaser to the sales assistant and I became the happy owner of a very smart 1933 Box Seven Saloon.

*Continued on page 11*

*Continued from page 10*

Just one experience with the car when using it on an SCCC outing to finish. In around 2003 or 2004 we had an exciting run out to Arrachar, Strachur and then from Glendaruel over the track to Otter Ferry on Loch Awe. For those who do not know this road beware, it is narrow and very steep for just over a mile and incorporates a series of tight hairpin bends on the steeper sections. This was one of our first expeditions in the car and I was unsure of the power available from the engine and had not double declutched since I was in my early twenties so I hoped for the best since I thought that I was quite a long way back from the other entrants. I was very relieved then to see a smart Lotus Seven, driven by Donald Brown coming up behind who had kindly realised that this might be difficult for the A7 and had held back to ensure that help was there if needed. Fortunately we did not meet anyone descending otherwise stopping and restarting might have been a problem and we eventually got over the top and managed, even with Austin 7 brakes, to get down to the lochside hotel safely to receive a round of applause from everybody waiting there for us.

Having a 1930's car can be very exciting, I can recommend it!



### **Sam's Travels (or lack of!)**

Well this Covid thing is going on a bit and seems to be putting the mockers on almost everything!

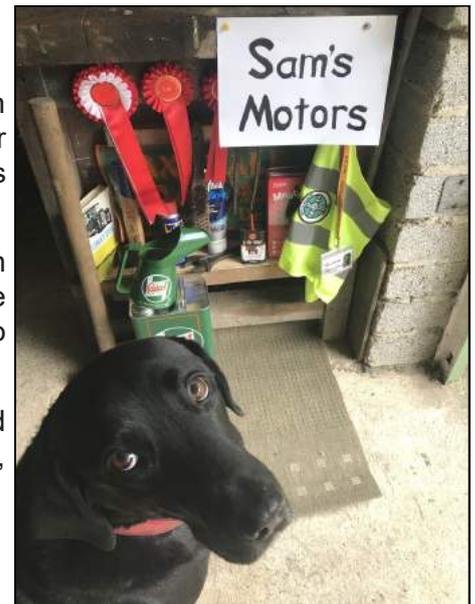
Best news is of course, those magnificent men of the fabulous Exeter Chiefs showed those Frenchies that they didn't invent the game and showed them how to play proper rugby. Who'd thought our very own Exeter Boys now Champions of Europe – Whoof Whoof!

So on rereading recent editions of this august journal, I note the propensity for displaying posh, neat and tidy workshops. I can only conclude that there is a limit on the number of times one can strip down and rebuild whatever is under the bonnet (here we don't even look under the bonnet unless absolutely necessary) and with no rallies to go to, it's back to ubiquitous 'sorting out the garage' malarky I suppose.

To show willing, I have had a wee tidy up as well, arguably not as posh as some, but never the less, has got most of the essential tools. You've heard it described as a 'man-cave' – well mine's more of a quiet area to enjoy a cheeky Meaty-Roll or two.

Once again – Well done Exeter, same again next Saturday please and Rob Baxter for PM (probably get it in the neck from the Editor lady now, for being too political?)

*Sam Barker - Hon Life Member No 62B*



### **December 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 December issue should be with me by **Wednesday 18th November 2020** and the newsletter will be distributed on or before **Wednesday 25th November**.

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.

### 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](mailto:itsmebobogle@gmail.com)

### Wanted

Petrol filler cap for a 1924 Chummy. (Sec's Note - any screw type 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](mailto:edward_bird@msn.com)

### Wanted

I have been contacted by someone looking to buy an A7 Opal. If you are thinking of selling one, please contact me in the first instance and I will put you in touch. David Aylmore - contact details on back page.

### 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](mailto:andrewscott0@icloud.com)



### For Sale

5 - 3.50 x 19 Avon MkII Heavy Duty Sidecar Tyres complete with inner tubes. They have virtually no wear and no visible perish cracks but must be over 10 years old. £300.

Contact Martin Wright on [martandla@btconnect.com](mailto:martandla@btconnect.com) or Tel 01409 241428

### Wanted

Back axle complete for a 1932 RN A7 (not banjo type). Contact Martin Wright - contact details above.

### For Sale.

Genuine Barn Find. 1934 Mk1 Ruby. Dry stored unfinished project which was probably started over 25 years ago. Appears to be complete with a very sound body and very possibly the original engine. Good amount of interesting 'extra' spares including at least one gearbox, one 'D' type back axle and 4 or 5 17" wheels, 2 CAV headlights and several instruments. No Log Book or V5. The car is stored in Devon. Offers invited over £2,500. Enquiries to me in the first instance please. David Aylmore. Contact 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.

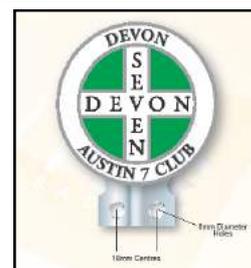
We also now have a very smart embroidered club badge available. It is 3 1/4" (80mm) in diameter and is, as shown in the picture, very similar in design to the car badge.  
Cost is £3.50 (plus 50p postage)

### 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 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  
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E-mail: [chairman@devonsevens.co.uk](mailto:chairman@devonsevens.co.uk)

### Secretary:

David Aylmore  
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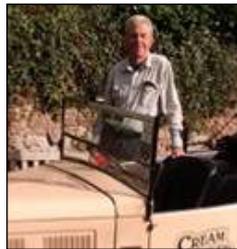


Tel: 01626 852259

E-Mail: [secretary@devonsevens.co.uk](mailto:secretary@devonsevens.co.uk)

### Membership Secretary:

David Aylmore  
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### Treasurer:

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### Car Identification Number Registrar:

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