



Devon Sevens

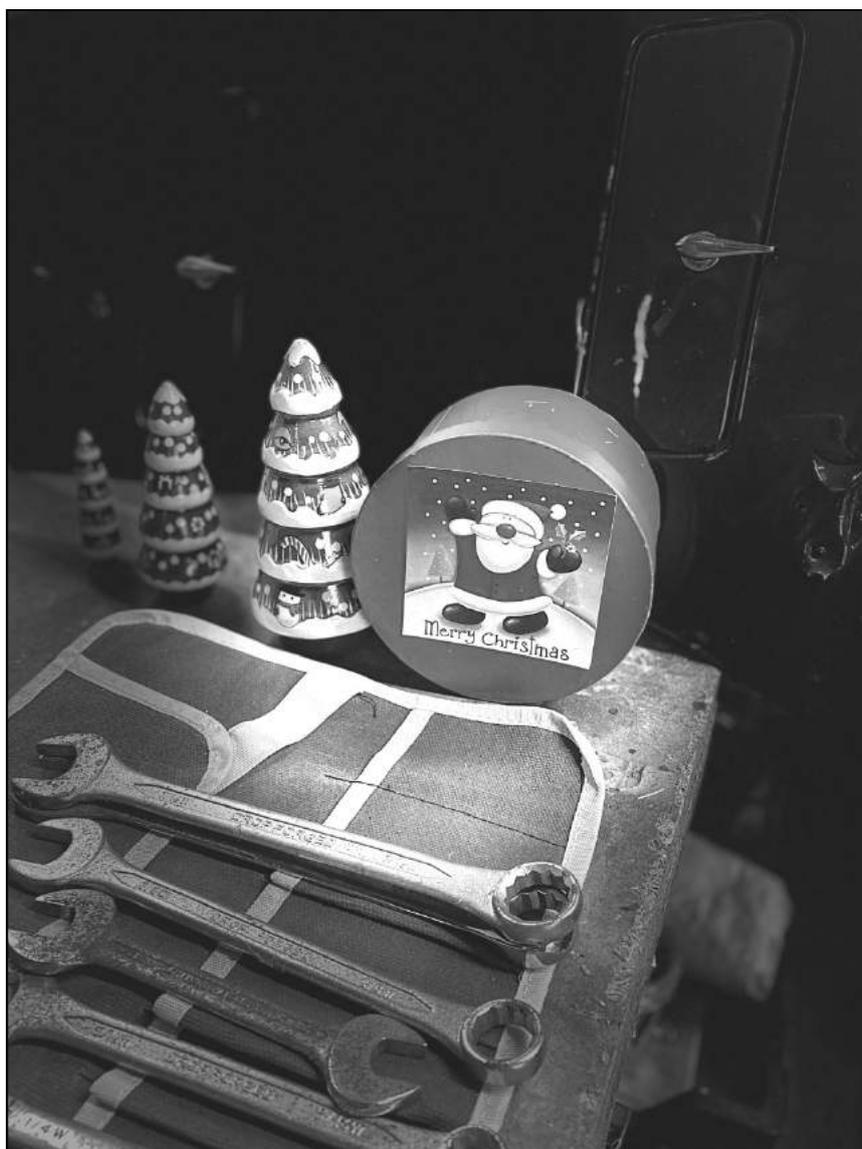
December 2020

Newsletter for

The Devon A7 Club



Issue 133



We wish all members and friends of the Devon Austin 7 Club a safe and Happy Christmas.

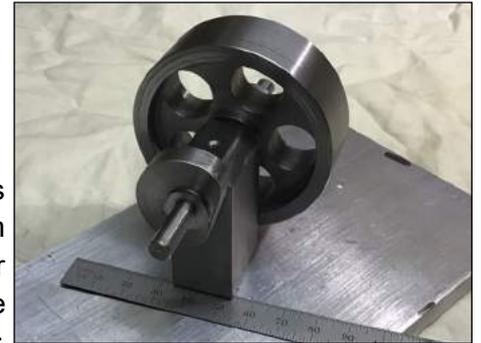
Chairman's Chat - December 2020

Half way through November already and back into lockdown what a year! I still have loads of projects on the drawing board one of which is to make up some more polycarbonate panels for the allotment. So the day before this current lockdown I took the Ruby out to Wickes for some timber.



It was a bit of a fresh trip with the roof wide open in the early morning but at least the car had a good run and the oil warmed up and it was moved around a bit!

With the second lock down in operation I have retreated back into the workshop and have a number of projects on the go. I have started on another model engine which is not quite so small as the last one but is none the less challenging. The engine derives its driving force not from steam but by a vacuum being created on one side of the piston and air pressure on the other. These little engines have the nickname of "flame licker or gulper" as there is a valve on the side of the cylinder which pulls in the flame from the burner and this hot air expands and contracts depending on the position of the valve. So far I have made up the flywheel and cam on it's bushed support stand.



I am at the moment machining the cooling fins on the brass cylinder and then I will have the long and painstaking job of boring it out ready for the piston. These engineering projects certainly keep the grey matter busy in planning out the machining sequences!



While I had the Ipad out in the workshop I took a couple of pics so you can all see where I spend most of my time during lockdown!



The allotment has long been put to bed for the year but picking produce still goes on and at the moment we are cropping spinach, kale, carrots and leeks. I am still processing the timber that earlier this year I retrieved from the river so the wood burner has plenty of fuel for the winter.

As ever please keep safe and if you can join in the Zoom social get together as advertised elsewhere in the mag it would be great to see you.

Richard Bishop

Secretary's Notes - December 2020

One way and another, and despite the lack of A7 events, there are a few bits and pieces to bring to your attention this month.

Starting with our Club, and its future. Elsewhere in the Newsletter, you will read a message from our Chairman and I would just like to say that whilst I am happy to continue to do everything I can to support the Club for the foreseeable future, with almost 100 members now, we really do need a larger and more active committee, so if you are willing to help, please get in touch.



With so many Club events having been cancelled this year, opportunities to chat with other Club Members have been very few and far between and with the long Autumn & Winter months now upon us, we have decided to try something a bit different. On Monday 14th December, we have arranged a ZOOM 'Catch Up' meeting, to which all club member are invited. The intention is for it to be a purely social get together without any pre-planned format. If this is popular, then we could continue it on a monthly basis until we can all get out and about again.

If you, like us, have used ZOOM during the Lockdown periods to keep in contact with family, then you will be aware of the way it works. However, if you haven't used the system before and would like to give it a try, it is quite straightforward. If you have a reasonably up to date computer, laptop or iPad with a camera and microphone then you can load ZOOM free from the internet and get started. I can understand that some may have reservations about this process, but I would encourage members to at least try once, you might be surprised how easy it is and it will enable you to keep in touch until things are back to normal.

The link to join the 'Catch Up' together with the meeting details can be found in the e-mail sent with this Newsletter.

If you have concerns or are not sure how ZOOM works please contact Nick on Tel 01363 866819 or e-mail registrar@devonsevens.co.uk and he will be happy to talk you through the process.

On page 4 there are details of a Winter Wonderland Drive Through event being organised by our Club Member Dan Regan and friends at Re:Fuel. It looks like it will be a great family show and your car could be part of it. Dan is looking for someone to loan him an A7 to be part of the 'Elves Workshop' display and as a thank you, the car's owner would have a free ticket to the Preview Day. Please contact me if you are interested and I will put you in touch with Dan.

I often receive unsolicited e-mails from all sorts of organisations offering various products and services and I generally dismiss them very quickly. However, one caught my attention this month and I thought it worthwhile to highlight it here. Basically, the company, with the rather odd name of 'Buzz2Get', will set up an account for you on their website. You then add whatever information, history & pictures of your car that you would like to share with anyone who may be interested. 'Buzz2Go' then allocate a 'QR' code to your account and you print off the Code in a format that resembles a Tax Disc. By displaying the disc in the car windscreen anyone who is passing by when parked in the



street or at a show can use their phone to scan the code and read all about your car. One off cost starts at £17 but we have been offered a 20% discount for club members – Have a look at www.FactsDisc.com and use code **EARLYBFDEAL2020** for the discount.

There are a couple of announcements from the A7 Clubs Association on pages 9 and 14 which may well be interesting if you insure your cars through RH or are planning to attend the 2022 Centenary Celebrations.

And finally, I trust that everyone will manage to have a good Christmas despite the current problems and I look forward to linking up virtually with as many members as possible on the 14th Dec.

David Aylmore



Exe-Mas Wonderland at Westpoint

A spectacular drive-through winter wonderland is coming to Exeter's Westpoint Indoor Arena this Christmas. **Re:Fuel** will be creating the unique experience for families from all over the Southwest to enjoy. The event is being organised to spread some much-needed Christmas spirit and to raise some money for a local charity. The ticket profits will go to the Exeter Homeless Partnership, whose mission is to change how homelessness is addressed across the City.

The fully immersive wonderland will include reindeer stables, elves' workshop, white winter scenery, Santa's grotto and more (and all from the safety of your car to be fully COVID safe!). It really will be a unique experience for those lucky enough to get hold of one of the limited number of tickets on offer.

Dan Regan, DA7C member and Managing Director of Re:Fuel said "It's been such a tough year for everyone, so we thought what better way to finish the year than with a unique and spectacular, COVID-safe Christmas event. Something that brings people together and benefits the local community, local charities, and local businesses.", "I'm really honoured to be raising money for such amazing charities and causes, as well as creating something genuinely different and quirky for our communities. We've had an incredible amount of support already and it's lovely to see it all coming together."

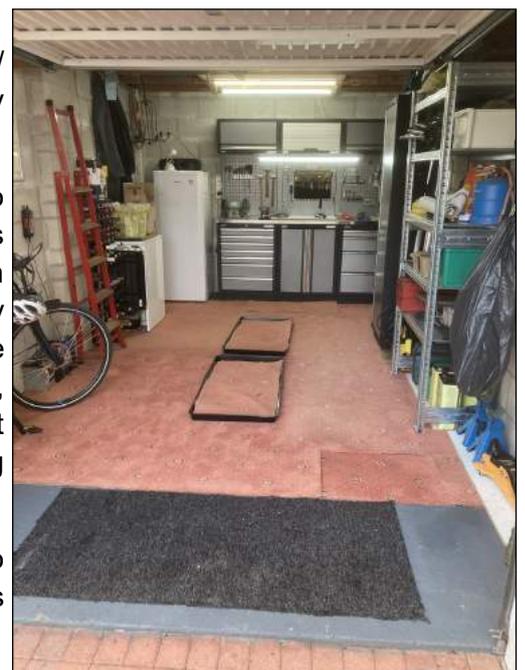
The experience will be running from **Thursday 17th to Sunday 20th December**, and tickets are available now by visiting Re:Fuel's website - www.re-fuel.co.uk/exemas. Tickets cost £26.50 per vehicle with a maximum of 6 people.

Give Non Slip the Slip

As part of a remodeling project I recently painted my garage/workshop floor with anti slip paint. It looked good and was certainly non slip. It was also expensive.

I have never slipped in the garage or in any other garage so to some extent the paint was cosmetic. Two problems arose. One was that when I was lying on the floor underneath the car the gritty non slip element of the paint ground away the leather on the side of my shoe - socks or bare feet were obviously a dangerous option. The other problem was that it proved impossible to wipe up any oil, grease or paint that spilled on the floor. The wiping up cloth just gripped the floor and the oil etc stayed put. I enquired about painting over with a smooth floor paint but that was going to cost around £65.

Eventually, via Facebook, I acquired an old carpet from a person who was redecorating their house. It cost nothing and looks the part as well as being more sympathetic to my shoe leather. I even have colour coordinated oil drip trays.



Viv Gale

Pearl's (not) losing her head - part 1

Richard Soffe writes ...

During the last 15yrs of restoring my 1935 Pearl Mk1 back to health - I've concentrated on electrics, (a new loom), her bodywork and getting the engine running well. Several words of advice from Austineers suggested that if the engine was running why take the head off and decoke?

The last tax disc on the windscreen was 1969 - so I assume the head may not have been off for say 50yrs?

So accordingly Pearl has run well until recently when she has been increasingly difficult start. The tell tale signs developed:-

Damp plugs

Bubbles In the radiator water

Grey oil around the filler cap.

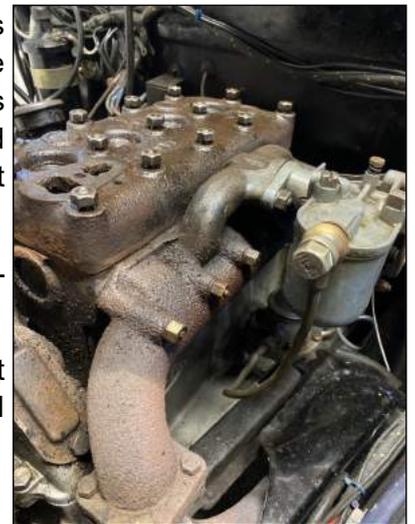
Time to act....

Club Secretary, David Aylmore, very kindly help diagnose the problem and offered to help 'ease' the low compression head off.

So phase one began with David and I attempting to release the 14 head nuts from the studs. Having taken some advice from Andrew Jarmin from the Cornwall A7 club, who incidentally answered our e-mail even though he was touring New Zealand at the time - thanks Andrew, I cleaned up the studs and applied a daily dose of Plus Gas on the nuts for a fortnight then the moment of truth. A gentle go with a spanner on each nut.

A little tightening of each then release very very carefully and it worked - phew!

Phase one completed with each washer placed on David's simple but effective board with the outline of the A7 head and 14 pins, each numbered with the correct order to release the nuts.



Next choose a hammer...

Not a lump or even a heavy one.

But a light hammer to tap the loose nut on top of each stud and LISTEN.

Like listening to a tuning fork we were hoping to hear a lighter note if the stud was free of the head. Several different notes were heard day after day.

But - no movement of the head...

....to be continued.....

Richard Soffe and David Aylmore



Devon A7 Club



2021 Membership renewals

As all members will be aware, 2020 has not been a normal year, and we are very conscious that the Devon A7 Club has been unable to provide you, the members, with anything like the usual range of events and activities at which to enjoy your cars and the company of other A7 enthusiasts.

In recognition of this, and to encourage everyone to continue their membership and to plan for a more A7 active 2021, we have made the decision to waive membership renewal fees for 2021.

Therefore, unless you wish to cancel, in which case please contact me direct, your membership will be automatically renewed until 31st December 2021.

I would however ask two things:-

Firstly, you let me know if your contact details - address, telephone number or e-mail has changed, or if you have sold or bought an A7 in the last 12 months.

And secondly, if you wish to have a hard copy newsletter, and/or the A7 Clubs Association Quarterly Magazine next year that you contact me and pay by cheque or BACS. £13 for the Newsletter and £8 for the A7CA Magazine.

My contact details are on the back page, and the Bank details are:-

sort code 20-60-88 A/C No. 83505030 A/C Devon Austin Seven Club

Looking forward to a more normal A7 year in 2021.

David, Membership Secretary.

The Future of the Devon A7 Club

Members will know that on many occasions over the last few years, a call has been put out to ask for volunteers to help with the organisation of the Club by joining the Committee. We have operated on the bare minimum number of people for quite a while now and it is clear from speaking to the other committee members that the situation is going to get critical in the next year or so.

I feel therefore that it is only fair to all members to be quite clear that if some new people do not step forward to take an active role in the running of the club and to assist with the organisation of events, then at the AGM in March 2021 we may well be faced with the real possibility of the Club not being able to continue in its current form.

With all the effort that has gone into the building of the Club, by many people, over the last 10 years, it is the last thing that I wish to see, but that is where we are.

So, can you help? With the advent of virtual meetings, on-line banking and the increased use of e-mail and social media, geographical location in the County is not such an important issue, in fact a wider spread of committee members throughout Devon would be an advantage. What is important is a willingness to get involved and of course an interest in Austin 7s

Please get in touch with either David (Secretary), Nick (Registrar) or myself if you would like to chat about helping to take the club forward for another 10 years.

Not to put too finer point on it, the future of the club is in your hands.

Thank you.

Richard, Chairman

David's Diary

I will start this month with an update on the Box Saloon saga. At the start of the month, I was still hopeful that it might be possible to do a minimum amount of work over the winter and get the car into a condition where we could enjoy some 'hard top' A7 motoring whilst continuing with a Rolling Restoration. Sadly, as I investigated further, it became obvious that this was not to be.

Both inner rear wings need replacing and there are quite a few old repairs to the floor which will need attention as they have been done using a variety of materials, with many having then been covered with a generous helping of underseal. However, my main concern is for the header over the windscreen.

By drilling out about 50 pop rivets, I removed the roof panel which covers the space where the sun roof should be, and it became clear that there has been a long term leak which will undoubtedly have rotted the front timber cross member.



This together with the obvious rusting to the top of both 'A' posts has led me to the conclusion that this area needs to be sorted first to ensure the integrity of the body. From the initial enquiries I have made, the damage to the 'A' posts is unusual and the replacement of the timber over the windscreen is not easy. A bit more thought is needed therefore before I start stripping the car anymore. So, for the time being 'AYL' is tucked up in a lock-up garage waiting until I have the space & time to start the restoration properly.

In the meantime, I have spent an interesting few visits to help Richard Soffe with the engine on his A7 Pearl. Hopefully, there is an article elsewhere in the newsletter but what should have been a simple head gasket change is certainly proving to be a challenge.

I have taken both our cars out for a run this month. I took the tourer for a round trip to Teignmouth whilst paying the paper bill, and the Milk delivery Car over the Shaldon Bridge to Coombe Cellars on the way back from a shopping trip. Both behaved well and as always there were many smiles and waves on the way round.

Happy Austineering.

David.



Sam's Travels

Bit crooked-up at present, done some mischief to my near-side front and got a bandage to make me comfy and to look brave! Not sure if it was jumping out the Austin or motivating some unsuspecting pheasant to move out of a hedge?

Not much nonsense to report, as it's all quiet here on the Eastern Front. We had the old car out for a run around the lanes to give it an airing. Our Jane Austin was not happy and certainly was not firing too well. 'Plugs' I am told? One of our local mechanical Guru's, essential to our continuing DA7C membership, has a neat little sand-blaster thing that sorted the problem.



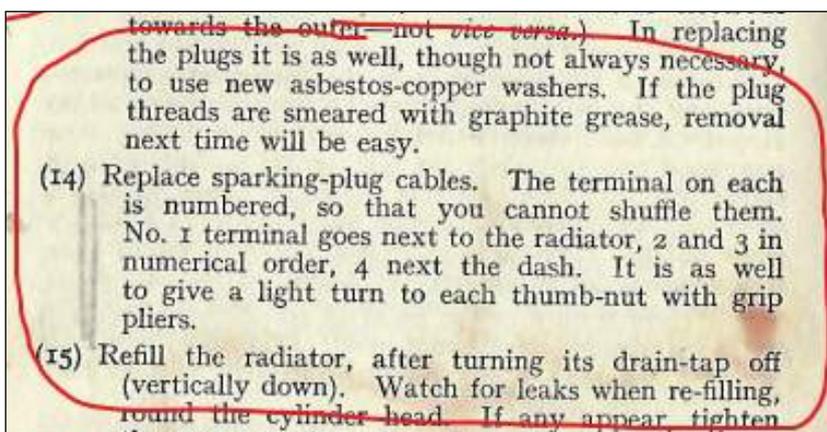
I have seen several versions displayed of ingenious ideas of how the lift-out the battery from that annoying little box under the seat. We find the ubiquitous 'Tesco bag' does the job quite well.

All this Austin 7 techy stuff is quite addictive, so following-on from our 'spark plugs' palaver and where himself is a bit vague on the matter, I resorted to getting out the Handbook!

Well when I say Handbook, I use this term loosely. Our edition of 'The Austin Seven Book' by R T Nicholson is the last remnant of the late Ralph Villis collection, that the once maligned Eddie Eddles was tasked to dispose of, preferably to good homes. Not supposing that a book devoted to stuff under an Austin 7 bonnet, was of particular interest to an A7 owner, himself here was a bit

slow in putting his hand up for a decent copy!

Anyway, having now taken a personal interest in the matter, having got the book out, Plug stuff is on page 84 and clearly says *'the leads cannot be shuffled - No 1 goes next to the radiator, 2 and 3 in numerical order, 4 goes next to the dash'*. No wonder old Jane has not been happy! 'Can't be' says our local Guru. So next recourse is to defer to 'him with the posh workshop' and back comes the reply 'book must be wrong'.



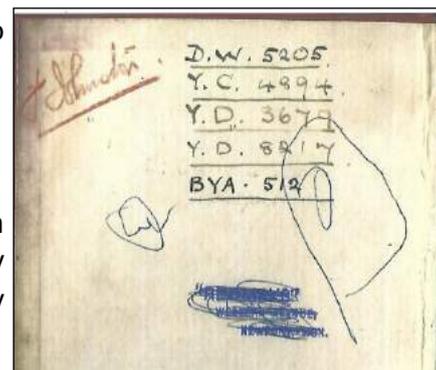
So, as I am only a good natured, biscuit loving Labrador, I am way out of my depth. On further enquiry, I learn that our copy of Nicholson was perhaps deemed unworthy of extensive marketing at Hatherleigh, being deficient of pages 12 -29 and again 56 – 63.

Where himself has a penchant of saving everything forever, he unearthed a missive from the venerable Mr Eddles, saying 'one remaining Austin 7 book is a fairly early issue from about 1930' and there is our answer. So, it's no good for an RN and all earlier cars are wired-up wrongly anyway.

The book was once the property of a Mr F Johnson of Newport Mon., who records the registrations of 5 cars, all taken to be Austin 7's.

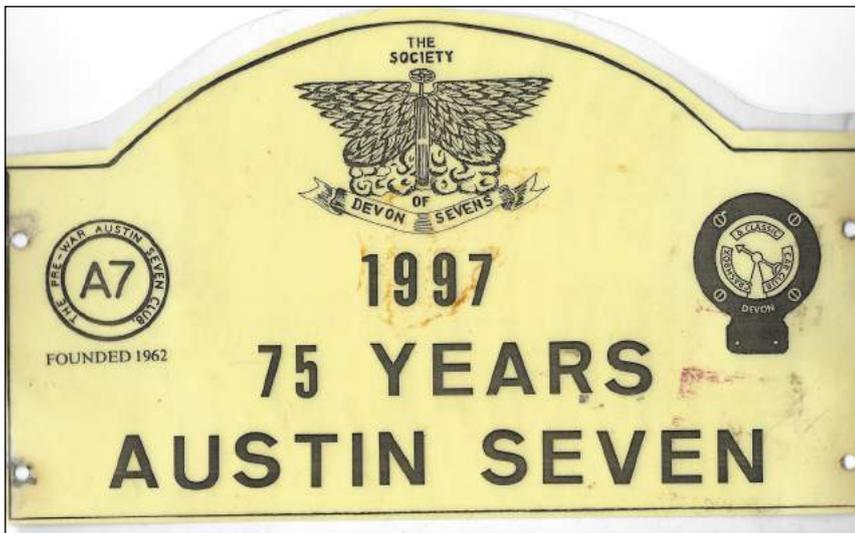
Quite exhausting, so if he's lit the fire yet, I think I'll have a bit more kip before dinner.

I'm looking forward to Christmas, being rather partial to Turkey, not so keen on the Brussels but there's usually a big lump of Ham around. Follow my example, 'eat well, go easy on the drink – but not too easy and have plenty of kip in front of a glorious log fire'.



Merry Christmas

Sam Barker - Hon (Life) Member No 62D



Having seen the article from Ann Whellock in November's edition of Devon Sevens (page 6), Brian Sutton sent us a copy of his rally plaque from 1997, celebrating 75 years of the Austin Seven.

Thank you Brian.



A7CA - Insurance Liaison Officer

October 2020

The Austin Seven Clubs' Association has had a long and fruitful partnership with RH Specialist vehicle insurance (formerly known as Richardson Hosken), working particularly closely with its Head, Emma Airey.

This partnership has resulted in RH fully understanding the requirements of Austin Sevens owners and tailoring their products to suit our needs.

Examples of positive outcomes include discounted cover for members of clubs affiliated with the Austin Seven Clubs' Association, cover for younger drivers and 'Reinstatement Cover' where, under certain circumstances, following an expensive restoration, cover can be arranged for the cost of the restoration and not necessarily the value of the car. Furthermore, Members can also self-agree their own Austin 7 values up to £8,000 subject to submission of supporting photographic evidence and agreement from RH's underwriting team.

To build on this relationship and streamline lines of communication David Mawby, a member of the Pre-War Austin Seven Club, was appointed to the new role of Insurance Liaison Officer at the Austin Seven Clubs' Association AGM on Sunday 11th October.

David will work closely with Emma to develop future initiatives, deal with queries as they arise, and be a central point of contact for both Emma and our Members to help answer queries quickly and effectively.

Emma Airey, Head of RH said, "This is really exciting news and I'm looking forward to working closely with David in the months, and years, ahead. RH has always enjoyed a close working relationship with both Committee and Association Members alike and David's appointment will simplify the routing of any queries.

David, who is looking forward to his new role said, "I have been a member of the PWA7 club for many years and have insured my own seven's with RH throughout this period, I have previously worked in a junior roll within a claims department of a major insurance company and have a good idea on helping clients from running my own business. Using my experiences, I hope that I can provide a useful link between the Austin Seven members and RH insurance.

Nick Turley, Chair of the Austin Seven Clubs' Association welcomes the new role and said, "The Austin Seven World has a great relationship with RH insurance viz a ve the Scheme for clubs and their members. It, like most successful schemes, needs good communication to secure the best benefits for the policy holders. The A7CA has appointed an insurance liaison officer - David Mawby. David (a serious Austin Seven user) will be working with RH and club members to achieve that good communication and the best future outcomes for our scheme."

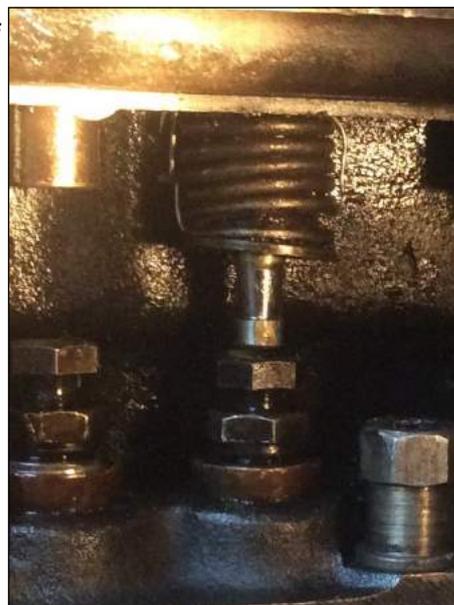
If you have any query that you would like David to raise with Emma on your behalf you can email him on: djmawby@btinternet.com or phone him on 07721 382619

Improving my A7 Ruby Engine's Compression

I am having a frustrating time trying to improve the valve seating on my A7 Ruby Engine by giving it new valves and lapping them in. Fitting the collets with the engine in the car requires more patience and smaller fingers than I have!

I find that the valve spring compressor gets in the way and also pushes the collet holder off centre so that you can't get both collets into place. I've had more success by compressing the springs in the vice and trussing them up with stainless 0.6mm wire. Two for each spring. One wire grabs two coils not at the top and bottom of the spring. The other wire is fitted diametrically opposite in such a way that it exploits the small gaps where the top and bottom coils finish. This means it is easier to pull out.

The springs seem to stay on their seats when pushed up into the top of the valve chamber without falling down. After the collet holder and collets have been fitted you snip the wires and hope you can retrieve all the pieces. Stainless wire is thin and strong but cannot be retrieved with a magnet.....and you still need small fingers and a mirror!



Here are three photos showing how the wires are put onto the springs and also how much easier it is to fit the collets. Note how one of the wires exploits the little gap at the end of the coils. Sometimes the spring will stay up at the top of the valve chest by itself but in this photo both the spring and the collet holder are held up by grease. You snip the wire just above the twist and give it a squirt of WD40 to make it easier to pull out. The springs must be free of oil when fitting the wires, if not the wires can slip round and draw blood and bad language!

I am sure this method has been used before by our forebears in the last century. Incidentally I am using Tippex painted onto the valve seats to show how the valve grinding is going. It is thin and fast drying and shows up well against the metal. I have also taken the one way valve out of my compression tester, why? Because with the valve in place the resulting pressures are cumulative. Without it each compression stroke on the cylinder you are testing is a discrete event which is how the engine sees it. You possibly need an assistant to watch the max position of the flickering needle, I am aiming for 60 psi on all cylinders, turning the engine fast by hand. Hoping this will be of interest to Devon Sevens Members.

Chris Hartnoll.

BRAKES - NOT BROKEN

After many attempts under the car adjusting brakes and following extensive road tests I have come to the conclusion that the only way to make an Austin Seven's brakes marginally effective is to DRIVE SLOWLY!

Try it , it worked for me.

Best Wishes

Viv Gale

BANDITS and ROOF RACKS

As a seasonal diversion, it has been my pleasure to introduce a light-hearted account of an incredible car journey undertaken by my intrepid friend Robin Rowan. This one is perhaps more heart-stopping than light hearted and goes right back to 1955 when motorists wore gloves and when Eddie Eddles was a boy! If you remember Fry's 'Four Boys' bars – this is for you.

Mike Moore

In 1955, when I was 10, my Sister 7 and Granny 78, my parents decided to emigrate to Portugal. Dad swapped his Austin 7 for a new Panhard Dyna, in which we were to travel , overland, via France and Spain.

The larger stuff was going by ship, and then the five of us would follow in the Panhard. As 'D' day approached, there was much trial packing and it soon became clear that the five of us, plus luggage, were never going to fit in the car. Dad resolved this problem by fitting a roof rack. I busied myself with packing The Eagle Annual, Dinky Cars, also some Gob Stoppers and Fry's Five Boys Bars.



Our route was to take us through the sparsely populated and hostile Sierra da Guaderrama, in the centre of Spain, a semi-desert zone, allegedly occupied by bandits, who sometimes enjoyed 'a bit of sport' with passing travellers! Mum expressed concerns to Dad , who had a Jekyll and Hyde personality but he was not to be swayed, because, in his opinion, the shortest distance between two points was a straight line, the car was nicely run-in and the GB Plate would deter bandits.

On 'D' day, the boot was full but the roof rack seemed to be over-loaded. We crossed the Channel with Silver City Airways and, after a very eventful trip, we finally made it to Burgos in Spain, where we stayed in a fine old hotel.

The following day, after breakfast, the charming manager asked about our route plan and, when told, he looked truly concerned and said 'but Senor, this is very, very bad place with bandidos and snakes, you must take the longer safer way'! Dad politely dismissed his concerns and said that we needed to 'press on' before it got even hotter.

We set off at a blistering pace and the landscape soon changed from delightful rural Spain, to the semi-desert wilderness of The Sierra, where the road surface also changed from reasonable 1955 tarmac to a firm compacted gravel surface, with more than its fair share of potholes, which produced a vast, dusty slipstream, and could have given the bandidos advance notice of our presence, if it was one of their 'sporting days'! Dad had slipped into Mr.Hyde mode and became frustrated with lack of progress. He stepped up the pace, which resulted in much bumping and banging on the poor surface. The terrain became even more inhospitable, with no sign of habitation or other vehicles; well, why would any sane person want to be there; the bandits, if they existed, were clearly made of stern stuff.

We had been going for about an hour and it seemed to me, as a naïve ten year old, that neither the car nor its occupants could take much more of this torture. As I was dwelling on this thought, there was suddenly an almighty crash and a bang. Were we under attack by the bandits, no, the roof rack had sheared off and landed on the, previously pristine, bonnet.

We slid to a halt in an enormous cloud of dust, some dubious language from the driver and that ominous ticking noise of hot metal in distress. We sat in stunned silence for several minutes, until Dad got out to inspect the damage. The rest of us were too dazed to move and I wondered how many gob-stoppers Granny would accept in exchange for a long sniff of her smelling salts? It was now approaching noon and the heat was unbearable. 'Only Mad Dogs and Englishmen go out in the Midday Sun' sprang to mind. Although we were short on mad dogs, there was certainly an 'Englishman', close at hand, who seemed determined to prove the cliché right, by adopting both roles! It seemed to me, that the buckled and torn legs of the roof rack would never again support the significant pile of luggage, currently sitting quietly on the, now, not so pristine, bonnet. Dad, too, seemed to be reaching the same conclusion, when there was suddenly the distinct sound of gunfire from the adjacent hills; was it the bandits or just a local farmer dealing with some rattlesnakes?

Continued on page 12

Continued from page 11

Dad obviously decided that the GB plate was not up to the job of repelling bandits or rattlesnakes and so quickly sprang into action. With remarkable agility, he tore the luggage off and piled it by the car before heaving the mangled roof rack into a nearby cactus bush. He then stuck his head through the open driver's window and said 'right, everybody out'. What on earth could he have in mind but none of us had any rattlesnake antidote or bullet-proof vests, so we quickly joined him in the midday sun. Any passing cars, could easily, at a glance, have mistaken us dishevelled passengers, for the missing 'mad dogs', in cahoots with the (probably mad) Englishman. Dad then put the hard suitcases on the back seat but, somewhat reluctantly, left a small space for Granny, who he then shoehorned back in. My sister and I were then instructed to climb aboard the suitcases, which was only possible by adopting a foetal position. Dad then finished the job by packing the remaining 'soft bags' around us, resulting in the rear compartment becoming one, homogeneous lump.

We set off again, with Dad hunched over the steering wheel, Mum hunched over her rosary beads, Granny hunched over her smelling salts and my sister and I, well, just 'hunched'!

The midday sun was now beating relentlessly down on the Panhard, which, with the windows closed because of the dust, was literally like an oven and we would surely soon 'be done to a turn'; air-con was a luxury of the future. Our speed was much reduced but it seemed possible, if we survived, that we might eventually reach civilization. The heat had melted my chocolate and wiped the inane grin off the face of 'Boy 5-Realization'. However, hydration was now a serious concern but Mum had thoughtfully brought several bottles of a sparkling, non-alcoholic apple drink. One of the bottles was within my reach and it seemed reasonable to have a swig. However, at my inexperienced and tender age, I had not yet graduated to physics or Boyle's Law, which would have given me a better understanding of gaseous liquids under heat and pressure. As I released the screw top, the contents shot out, like a volcano, across the smart felt headlining, leaving a large stain, about the size of Spain. In normal circumstances, this would have been a 'hanging offence' but Dad, with his hands full, just growled menacingly and hammered on; I was sure that retribution would eventually follow.

On a positive note, the Panhard, with its air cooled engine, was indomitable and still ran smoothly. We finally escaped bandit country and rolled into a small shanty town, which would have looked more at home on a 'Western' film set, although there was a disappointing lack of 'tumbleweed'! Mum had worn out her rosary beads, Granny had worn out her smelling salts and my sister and I were just 'plain worn out'.

We found a shop that sold non-fizzy bottled drink and were able to re-hydrate before going in search of petrol and a replacement roof rack. We eventually found a lone petrol pump but roof racks were more scarce than rocking horse poo. If we had been on mules, then spare saddles and tack were readily available but it had not come to that yet, however, nothing could be ruled out at that stage.

We set off on a much better road, in more hospitable surroundings and arrived at the border town of Badajoz in time for lunch and a new roof rack. Normal, (difficult to now identify) service was again resumed and we sped on towards the Algarve and a new home.

Four years later, the Portuguese adventure was over and we returned to England in the trusty Panhard, that was still running like a dream

Robin Rowan October 2020

Trusted suppliers of A7 goods & services.

We will be putting together the **2021** edition of the **Trusted suppliers of A7 goods and services** booklet in the New Year, and would appreciate your help in updating it. If you feel that any changes should be made to the contents or if you have received good service from an A7 supplier and would like their business included, please forward details to the editor before January 13th 2021 - thank you!

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



POSITION STATEMENT

19 Nov. 2020

Government ban on sale of new cars with internal combustion engines from 2030

The UK Government has revealed plans to ban the sale of new petrol and diesel cars by 2030 followed by the same sanctions being placed on all hybrid vehicles five years later, in 2035. The move is part of the UK Government's £12 billion strategy for stimulating green industry and quite naturally has caused huge concern within the motor industry. The UK Government has promised a £1.3 billion investment in establishing a charging infrastructure across the country to service the demands of the new electric vehicles. The move suggests that Government policy will still support the use of private vehicles as a mode of daily transport, but not when they are required to be powered by fossil fuels.

The Federation of British Historic Vehicle Clubs must consider the implications of this policy on the historic vehicle movement from the point of view of our need to focus solely on protecting the freedoms to use heritage transport on the UK's roads, unhindered. The Federation is not concerning itself with debating the 'for and against' arguments around certain technologies and power sources for new vehicles used purely for commuting and functional transportation purposes.

Indeed, it may well be that in a couple of decade's time, the early Nissan Leaf and Tesla models for example will be joining the ranks of historically important vehicles and referred to as 'classic cars.'

The Federation recognises there are already a significant number of electric vehicles represented within the historic vehicle community and some examples of these were displayed on the 'Village Green' area of the NEC Classic Motor Show in 2019 on the Federation stand. The exhibits included a 1912 Baker Electric Car, 1974 Zagato Zele and a 1940 Moteur Électrique created by the French manufacturer Lucien Rosengart as a direct replacement for the Austin 7 engine he used in the cars built under license in Paris. In the early part of the twentieth century electric vehicles made up a larger proportion of the total vehicles on the road than they do today. In 1900, 20 per cent of cars on the roads in the USA were electric and iconic manufacturers such as Studebaker actually entered the market initially building electric vehicles. So, we must recognise that electric vehicles have been as much a part of the history and heritage of road transport as they are its future.

The main focus points of the Federation's activities in light of the announcement of the intended 2030 ban on the sale of new ICE vehicles will be limited to:

- a) Ensuring the ban on new vehicles does not extend to restrictions on the use of pre-existing vehicles powered by fossil fuels. In particular, historic vehicles over 30 years old and 'future historic vehicles' yet to reach the rolling 30-year classification of historic.
- b) Monitoring the effects of changing mainstream consumer demand for petrol and diesel on the accessibility and affordability of fuel supplies for vehicles requiring fossil fuels.
- c) Lobbying for the protection of fossil fuel supplies long into the future to service historic vehicles.

The Federation urges caution amongst the historic vehicle community not to 'panic' that historic vehicles are in some way about to be made obsolete or unusable as a result of the announcement of these intended UK Government bans. As the 2020 National Historic Vehicle Survey has revealed, there are more than 1.5 million historic vehicles registered in the UK and therefore they represent a material element of our National Heritage. Additionally, the historic vehicle sector contributes a huge £7.2 billion to the UK economy through highly skilled jobs that will be a vital part of the regeneration of the UK's economy post- pandemic and post- Brexit.

Despite that huge financial input into the health of our country, the National Historic Vehicle Survey also shows us that the use of historic vehicles only contributes to 0.2% of the total annual miles driven in the UK. That amount of road use is very small in the overall aim to reduce carbon emissions to levels safe for the health and future of the planet. Nonetheless, the Federation recently appointed an Environmental Director on our board, tasked specifically with monitoring, offsetting and measuring the carbon output of the historic vehicle movement.

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The strength in numbers that the historic vehicle community enjoys will help to ensure that we cannot be ignored or hindered without significant financial implications for the country. If we work together as a sector to encourage continued health, growth and skills for the future – the movement stands every chance of survival and the future of historic vehicles powered by internal combustion engines will be secured, regardless of what technology has in store for the future of road transport.

To read the facts behind why the Historic Vehicle community is part of the answer to build the UK economy into the future and why the sector deserves a bright future, you can read the National Historic Vehicle Survey results from 2020 online now at www.fbhvc.co.uk.

Federation of British Historic Vehicle Clubs Ltd, PO Box 295, Upminster, Essex, RM14 9DG

Web: www.fbhvc.co.uk. Registered in England No 3842316 VAT Reg No. 636 788683

The Federation of British Historic Vehicle Clubs exists to maintain the freedom of its members to use historic vehicles on the UK's roads, hence its campaign message: 'Yesterday's Vehicles on Tomorrow's Roads'. The FBHVC has over 500 member clubs representing over 250,000 individual owners. Website: www.fbhvc.co.uk



AUSTIN SEVEN CENTENARY 'LOAN SCHEME' CAN YOU HELP?



Organised by the Austin Seven Clubs' Association, The Austin Seven Centenary in July 2022 will be a week-long event at the Fire Service College in Moreton-in-Marsh, Gloucestershire and will provide a host of activities and entertainment for A7 enthusiasts and their families.



Those coming from abroad have the option to ship their cars to the U.K. but of course this is not something that everyone will wish to contemplate.

The organisers are therefore putting together a 'Loan Scheme' to enable overseas-based A7 owners to have the use of an Austin Seven at the Centenary. No money will be involved but suitable insurance and safeguards will be in place.

To get the wheels rolling, U.K. owners with more than one Austin Seven are invited to join the loan scheme by contacting Chris Garner (ulster29@hotmail.co.uk, 07774 790293) who is the Centenary Event committee member in charge.

At this stage the committee is simply gathering expressions of interest from those who can lend cars. A more formal agreement will be put in place later next year.

Prospective borrowers will be required to provide references from their local A7 club, proof of A7 ownership in their home country, and a copy of their driving licence and insurance certificate. RH Insurance will then be contacted to provide U.K insurance cover during the loan period.

The 'Motor for the Millions' has a worldwide following and by facilitating the use of a Seven to overseas owners it is expected that the Centenary event will become truly international. Already there have been enquiries from A7 owners in Australia and New Zealand asking if it will be possible to have the loan of a Seven when they attend the Centenary, so it is hoped that U.K. owners will be generous and answer the call!

For more information about the Centenary event visit: a7centenary.com

Thank you to Jane McPhee's son, Colin, for sending us an insight into his mum's love of cars - particularly Alice, her Austin Seven....

Jane (Mum) and Alice

Jane always had a fascination with cars which she inherited from her father as she grew up in North Kent . In the late 1950s, whilst training as a nurse in London, Mum and her nurse friend Hilary bought an old Austin 7 for £8, so they could escape to the country at weekends. They loved the car, which despite its challenging reliability issues, got them around as and when they could afford the petrol and gave mum a good grounding in roadside repairs. They owned the car for 3 years and sold it for a £5. When mum married dad in 1959, dad bought a brand new Austin A40 Farina which was supposed to give them trouble free motoring . Unlike mum my father did not care too much for cars, so our family cars tended to get run into the ground before they were replaced. Typically one of our family cars would last 10 years – the first 5 years being trouble free, but as the car got older it became less and less reliable, so mum's roadside repair skills would yet again come into practice . Although dad would drive, all the repairs were down to mum.

I have owned an Austin 7 Ruby Mark 1 which we call Molly for around 25 years, and mum used to come on the London to Brighton run with me and the other occasional event which she loved. Around 15 years ago she looked after an old chap called Ian, who also loved old cars. He had a couple himself which were non runners (Ford 10 and Standard Flying 12) which we found new homes for, and I suggested if he wanted another old car he should buy an Austin 7, which mum could drive him around in . They are readily available, parts are easy to get and there is a huge support network. This was agreed and I found Alice in Littlehampton. She ticked all the boxes, but as you who knew her know, was not perfect . She had been rebuilt by a retired school teacher who was learning mechanics as he was going along. I brought her home and then transported her down to North Devon and we then built her little garage where she has resided for the past 12 years at Hillside Cottage.



Mum loved Alice and really enjoyed going to A7 group events. Getting Alice out, and with her friend Jon Holman, taking part in A7 outings was one of her highlights. When it was her turn to plan the route she often would tell me that they would have a trial run beforehand, sometimes to make sure there were some challenging hills and sometimes to make sure the hills were not too steep! I believe she also put on events at her home for the group as she also loved cooking and entertaining. I think as Jane was getting older she was planning longer and longer outings with Alice. Alice has featured in many family weddings and has on occasions almost outshone the bride! . Mum was very proud to be able to make her available, especially at the wedding the day before her 80th birthday party 2 years ago.

My brother, John and sister, Loo Loo and mum's 10 grandchildren would like to thank mum's A7 friends for the help and friendship you gave to her over the past 12 years. You have been truly wonderful in helping her keep Alice on the road, fixing her brakes, making Alice the project car for a workshop evening, giving her indicators, loaning her parts and getting her to run so much better than she did when she first arrived in North Devon and for being great friends. Mum would often talk to us about the fun she had whilst out with you all. Thank you so much and also thank you to all who turned up in your Austin 7s and old cars to mum's funeral. It was such a great thing and was so greatly appreciated by our family .

As for Alice, mum had arranged to get a new petrol tank (an aluminium replacement), which we have painted black and I fitted it to the car a week or so ago. I pumped the petrol through the system and cranked her over and she fired up first crack. My niece and I had a lovely drive around Appledore and Alice brought a smile to everyone who saw her. When we got back to mum's house my sister came for a ride to Bideford and Alice brought more smiles from the public and she continues to run. Alice will stay in our family and continue to provide a lot of fun and joy for us and everyone who is lucky enough to see her



Kind Regards

Colin McPhee

Box Saloon Sun Roof Leaks - Sorted!

Having read about David's new A7 saloon purchase, I was reminded about the problems we had experienced with the sliding roof and how we cured the issue of having rain spill in on to Julie's left ear. I hope that you find the enclosed stuff interesting.

When in 1983 I purchased our A7 it was looking very poor but ran well so I took it to a friend Mr. Noye at his metal works in Ellacombe Torquay. He looked it over and under and said the chassis and underside were sound and in good order. He there and then welded a small crack on each side of the bonnet by the middle hinge for the price of a bag of doughnuts the next time I was passing in one of our bakery vans.

There is a problem with some saloons which we tolerated for far too long (33years). If the car was out in the rain a damp patch would gradually appear on the left where the sliding front section overlaps the fixed rear section. On a long journey it would eventually drip on Julie's left ear. When living in Plymouth we came across several saloons, usually RNs and one RP with the same fault when at country shows across the Tamar in Cornwall. A couple of owners carried a small towel which the navigator held up to the roof, the others, like us, just put up with it. Talking to Mike Moore at the Sidmouth display his RN doesn't suffer this problem so Sam does not have to have a towel on his tail to keep dry!!

We have driven to the Beaulieu A7 rally a few times over the last 37 years, usually having a B&B stop for a couple of nights. In the 1990,s. I met Dave Mann who runs the RN saloon register at Beaulieu a couple of times. About 20 years back he published a piece in the grey mag about stopping leaks in the saloon sunroof, so by 2015 having used my initial retirement years refitting our bungalow bought in 2010 as a 1960's time warp, I wrote to Dave in 2015 and asked him for the details. He very kindly posted these photos and a letter.

Hi Eddie

One of the RN sunroof problems is water on the rear roof not draining away through the side drains under the sun roof guides (see attached photo) this is not helped by the forward slope of the roof, particularly during braking. Also if there is any sag in the sunroof headlining it can 'wick' the water up into the heading. My solution was to fit a rubber seal wiper to the underside of the sunroof rear edge as in the attached photos. The piece of wood for the rear sunroof frame is reduced in width and a second piece is screwed to it to trap the rubber seal. It is the full width between the guides and height is made to fit the gap (all 3 of our cars are different) too tall and you have difficulty opening & closing the roof as the seal has to be reversed, too shallow and it doesn't work. We've never had any leakage from the sunroof even in torrential rain whilst driving or parked on the level or on hills. I have had problems sealing the rear fixed section when using modern sealants until I started using time proven bitumen.

Regards Dave Mann



The actual wooden frame of the sliding part of the sunroof on our car was in good condition but the front left corner of the back section (only got at by removing the tired and stained inside felt) was completely corroded due to water seeping under the sliding part and accumulating behind the rim on the front edge of the back section.

I did not have to do any wood repairs to the sliding roof frame and I was lucky to be able to replace the rusted bits of rear metal frame with a strong metal corner bracket pop riveted to the sound parts without disturbing the top outside vinyl which is still today in good water tight condition. Neither did I put a new rubber sealing strip on the back by wedging it between the inside frame and an extra timber, I merely put it on the outside of the frame back where is held in place



with a screwed on black painted brass strip which John Pine had left over from the bottom edge of a Standard 9 windscreen which luckily had the same curved profile as the sliding roof. Soon after this was done Julie spotted some brushed vinyl at a stall selling rolls of material at the Torbay Steam Rally, the whole remnant on the roll costing just £10. I started attaching it with a rivet gun but found I could get more tension in it to keep it taught with tacks hammered in.

Eddie Eddles.

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



Wanted

Banjo Type Back Axle complete for a 1932 RN A7

Contact Martin Wright on martandla@btconnect.com or Tel 01409 241428

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.



Wanted

DA7C member, Paul Sleeman has a friend looking for a Box Saloon. Please contact him direct if you know of one for sale. E-mail paula-jen@hotmail.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)

January 2021 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 January issue should be with me by **Wednesday 16th December 2020** and the newsletter will be distributed on or before **Wednesday 23rd December**.

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.

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.

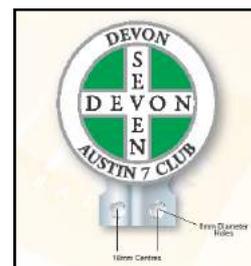
We also now have a very smart embroidered club badge available. It is 3 1/4" (80mm) in diameter and is, as shown in the picture, very similar in design to the car badge. Cost is £3.50 (plus 50p postage)

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.



And finally



Thank you to John Hancock for sending in this gem.

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

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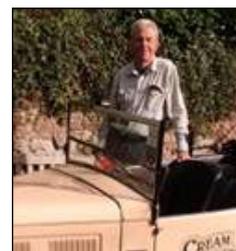


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The views expressed in this newsletter are those of the writers and not necessarily those of the Editor or the Devon Austin Seven Club. Whilst every effort is made to ensure the accuracy of the technical advice and information, the Club and its officers accept no liability for loss, damage or injury from persons acting upon the advice or information given in this publication.