



Devon Sevens

February 2021

Newsletter for

Issue 135

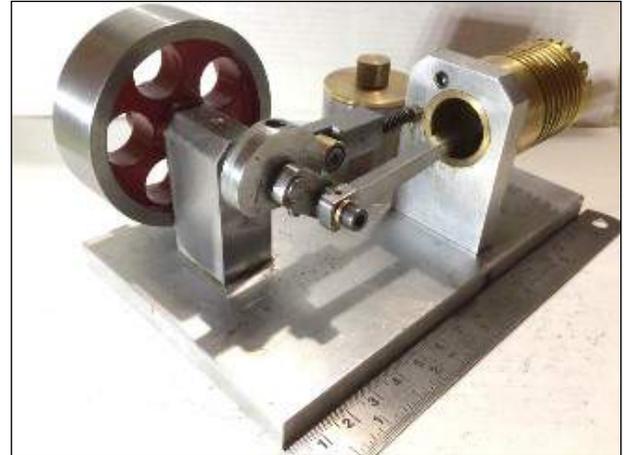
The Devon A7 Club



Spring is just around the corner, and hopefully we can look forward to being out in our cars again in the coming months.

Chairman's Chat -

It feels like we have had to return to square one with lockdown being reintroduced but at least Marlies and I do have a date for our jobs. With Christmas now out of the way and no sunny holidays to look forward to, it all seems a bit gloomy but the snowdrops are up in the garden, so roll on spring! I have been concentrating my efforts on finishing the little vacuum engine which I started last year and has proved to be quite challenging especially as I was working to drawings so had no hints or tips about the methods of making it.



I now have to work out the timing of the piston when it is sucking in hot air from the burner and the valve closing which causes a vacuum to form and the engine to run! I am not having much luck at the moment and have put that particular project on the back burner as I have a number of other jobs to do for the allotment before things start moving. I have for the last few years grown my early potatoes under polycarbonate panels which just lie on the raised beds but this means the available growing height is minimal and the panels have to be removed before they restrict growth. I now have some more gash polycarbonate sheets which can be made into side walls and thus help to raise the whole unit up higher and allow my earlies to grow on in warmth! Last year I planted them early March and lifted the first new potatoes early May! I have also, recently, recycled a number of pallets to give enough timber to make some more mini raised beds for my strawberries so the fruit hang down the sides rather than sit on the soil. I tried this method last year for the first time and it was very successful, giving loads of clean tasty strawberries.



We are still using the Ruby to do the weekly shop and the Special is started up and run on a regular basis, but I am afraid that is it on the car front. Wouldn't it be wonderful to have something like a club run to look forward to, but I can not see that happening for quite some time. So as usual keep safe and stay positive.

Richard Bishop

Secretary's Notes

Zoom – One of those words in the English Language which has acquired a new meaning in a very short time and which has become an everyday part of many of our lives!!!

Having been 'Old School' for so many years, and preferred to meet Face to Face, this Pandemic has forced me, and many others, to embrace the virtual world and I have to say, there are benefits to be had.



The A7Clubs Association Quarterly Meetings used to entail a round trip of over 360 miles and take up a full day. On Sunday 10th Jan at 9am, I was able to sit in front of my computer screen, enjoy a cuppa and chat with 34 other A7 enthusiasts from around the country, and potentially from around the world. Then by 11am (after another cuppa!!) I was able to be out in the garage for the rest of the day.

We, as a Club, have also adopted the 'Virtual Zoom World'. One immediate consequence has been that our new committee members are able to be fully engaged with the running of the Club, without having to be concerned about the fact that they live at opposite ends of the County, and indeed beyond the boundary. Last month, I welcomed Viv Gale from Hartland and Ian Mould from Wellington, and this month I am pleased to welcome Ken Hickman who lives in St. Austell, but who makes regular trips (when permitted!!) over the Tamar in his vintage transport.

At our recent Committee meeting, we decided that we would organise monthly Club meetings on Zoom with the next one being on **Monday 15th Feb at 7pm**. I will send out a reminder and the Zoom Link by e-mail early in February. In the meantime, if anyone has any contacts who could be persuaded to give a presentation at a future meeting, please let me know. Any subject (within reason!!) considered.

The A7 Centenary Rally in 2022 is now 'next year'. It seemed an age away when first discussed but time races by and the organisation is also speeding along. There is now a dedicated website – www.a7centenary.com where you can register your interest and have all the latest news e-mailed directly to you. Bookings are expected to open in September 2021 and we will try to keep everyone updated as more details become available.

Unfortunately, I am already hearing of cancelled 2021 events with the Beaulieu Spring Autojumble already having been called off. At present, planning is going ahead for the 750MC A7 Beulieu Rally on 4th July but at this stage nothing can be definite. As a Club, we are reviewing the situation each month, and will let all members know as soon as we have any more positive information about the 2021 events calendar.

Please keep safe & well.

Happy Austineering (at Home)

David.

Hard Copy Newsletter & A7 Clubs Assoc. Magazine Subscriptions.

Many members subscribed to the A7CA quarterly magazine in 2020 but have yet to pay their £8 for 2021. If this is you, and you wish to continue to receive the publication in 2021, please pay as soon as possible.

Similarly, if you wish to continue receiving a printed copy of the newsletter and have not yet paid, we look forward to receiving your payment of £13 in the near future.

Payment can be made by either sending me a cheque payable to **Devon Austin Seven Club** or by Bank Transfer to:-

Sort Code – 20-67-88

A/c No. 83505030

A/C Devon Austin Seven Club

Many thanks.

David Aylmore.,

Membership Secretary.

David's Diary

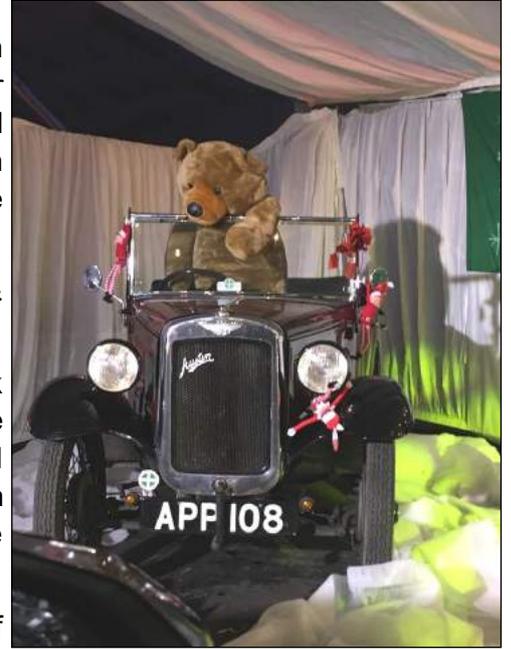
I am a bit ashamed to say that apart from driving back from the Westpoint Arena on the 22nd Dec, both our A7's have stayed in the garage this month.

We were however very pleased to have been able to support Dan Regan and his Re:Fuel team in putting on the Exe-Mas Winter Wonderland event. I hear that it attracted over 2,500 families and raised over £15,000 for the Exeter Homeless Partnership, in addition to which they collected a gigantic mountain of food donations for the Exeter Food Bank so well done Dan and everyone else involved.

Not sure who was in the Teddy costume, but at least he kept nice & warm.

I am determined to create some extra space so that I can start work on the Box Saloon. To this end, I have bought a small Garden Store which can be squeezed in a corner of the garden and which I hope will accommodate some of the storage from the garage. That's the plan anyway, and so far I have levelled the base and hopefully will be able to collect the Shed this week.

To make more space, I have been selling off a few bits and pieces (If anyone wants 17" or 18" wheels, please let me know) and working on the A7 Trailer that I have been storing for a few too many years. With the wet and cold weather, progress is a bit slow, but It is coming along and hopefully will be in a fit state to sell in a few weeks time.



Lets hope that by the time the next 'David's Diary' is due, there will be a bit more positive news.

Stay Safe.

David.

An introduction to new committee member, Ken Hickman

I am originally from the Black Country and served my apprenticeship in the Steel Industry before moving to Cornwall in 1972. I taught at St. Austell Technical College, lecturing in both mechanics and welding at the same time as working in Industry in both Devon & Cornwall.

My interest in Vintage cars started in 2002 after being heavily involved in sailing for many years. My first A7 came in 2008 followed by several more along with a 12/4 Open Tourer. I tackled most jobs on the cars and became a member of Cornwall A7 Club.

I still love Steam Engines, having been brought up in that age and worked closely with small steam plant engines and admired the L.M.S which ran only 5 miles from my home.

With my background in teaching and mechanical skills, I would like to help to keep these skills alive for the next generation.

Ken Hickman.



Austin 7 – My First Experience

The article by Alan Bosley and a Christmas letter from a friend of my brother-in-law has brought back memories of my early Austin 7 days in Bromley, Kent

In the summer of 1962 I was 16 and a school friend bought 2 Austin Big 7s for £1. He lived on a farm and had access to cutting gear, so we disposed of the bodywork and drove them around the fields, sometimes at breakneck speeds with no driving experience and, of course, no safety protection like crash helmets or seat belts. However I survived and the following February at 7am on my 17th birthday I dragged my older brother out of bed for my first drive in his Austin 7 Ruby before going to school. As Alan says there was plenty of snow and ice about in that extreme winter especially on the side streets. I passed my test at Easter time (in a Triumph Herald) and remember my first drive alone later that day which included going on the M20 motorway to join friends at Scout camp.

My brother had bought the Ruby for £25 in 1961 and seemed to spend much of his time trying to make it go faster, fixing SU carburettors and shaving cylinder heads etc with the inevitable result of big end, half shaft and other failures. My brother-in-law's friend built a special and seems to have had the same problems.

I did try to buy a Chummy as my first car during that winter – I missed one for £10 and couldn't afford another on sale for £60, more than a fortune for a schoolboy on 10 bob a week pocket money. Eventually I bought a 1947 Austin 8 Van for £10 which proved to be a very useful vehicle for packing in groups of friends for the next 2 years. It was reasonably reliable although as with any 6 volt Austin starting was not one of its strong points. Fortunately I lived on a slight hill so bump starting was often the order of the day although I did eventually keep another 6 volt battery under the driver's seat thereby shoving 12 volts through the starter.

My brother's interest in Austin 7s lay dormant for the next 25 years until he bought 2 Chummies in 1990. He sadly died 5 years ago but I was fortunate to inherit them. The double declutching, lack of brakes and lack of road holding quickly came back to me and I had no ambitions to make them go any faster. I still have a 1929 which does give a bit of trouble starting on the motor – thank goodness for the handle!

Maurice Clarke

Check your Balls!!!!

I had a call from that well known A7 Dartmoor Pixie, Pete Gilbert this month, suggesting that in the nicest possible way we should all check our balls.

He has recently been busy in his workshop refurbishing an A7 Ruby front axle in preparation for the next stage in building his Special, and was very surprised to find that one of the brake levers was badly damaged.

As can be seen in the photo, the end cap on the cable connection, has worn a deep groove near the ball end. In fact, it has cut more than halfway through the lever and the one from other side of the axle was as bad, if not worse.

Clearly, they needed replacing and luckily, he found that Jamie at Austin Seven Workshop has a supply of new ones.

Being quite serious, it is an area that is out of sight and out of mind, so next time your wheels come off for any reason, it might well be an idea to have a quick check.

Thanks to Pete Gilbert

Sec's Comment - In true Pete fashion, he finished his e-mail with a totally random comment which put a smile on my face, and I hope it does the same for you.

PS, My doctor asked if any of my family suffered from insanity, I replied, no we all seem to enjoy it.



Out and About with Ian Mould

Just had a lovely trip in the Ruby around the local village today. Bright and sunny with a hard frost this morning. Due to the constraints placed upon us by Covid we have managed virtually no extensive trips but have spent spare moments on doing minor jobs - including fitted carpets, new tyres and an authentic facsimile road fund tax disc.

Hope to do more extensive trips in 2021 and meet up with other members.

Looking forward to my new job as Treasurer.

Ian Mould



(Our long time Treasurer, Mike Gregson, feels it is time to put his calculator away and to have a rest. Ian has kindly agreed to take on the job, and will take up his position as soon as the paperwork can be sorted out, but as with most things, this is taking longer than usual due to the restrictions of Covid.

David, Secretary)

The Austin 7 Water Branch Blockage Problem.

I read with great interest the article by Ian Brough, in the PWA7C December Newsletter, about the blocking up of Austin 7 water jackets, by a build-up of white powder, especially in the area of the side water manifold. The photos of Ian's blocked water jacket were truly horrific – made more so by the colourful antifreeze and rust staining of the aluminium oxide. However, it did prompt me to write about my thinking about this problem, which I hope fellow Austineers will find of some interest and possibly useful.

For many years, I worked in the oil and gas drilling industry, around the world, and spent quite a bit of my time on various types of offshore platforms, in various oceans. One thing that all of these structures had in common were big blocks of aluminium fixed to the steel legs - either jacking up the drilling platforms or hammered into the seabed to support the production platforms. These aluminium blocks prevent rusting of the steel structures, by providing **Cathodic Protection**, which is a technique used to control the corrosion of steel and iron surfaces in contact with the sea, by making it the cathode of an electrochemical cell. This *simple* method of protection connects the metal to be protected (i.e. the ferrous steel structure) to a more easily corrodible sacrificial metal (i.e. the blocks of aluminium, as can be seen in the photo), to act as the anode and the sea acts as the electrolyte, thus making a simple electrical cell (just like a car battery). The sacrificial metal then corrodes instead of the protected ferrous metals. When aluminium corrodes (or oxidises), as a result of this electrical action, **it forms a white powder that will not dissolve in water** – in the offshore platform scenario that is not a problem, as the aluminium oxide powder is washed away by the sea.



In the Austin 7 engine cooling system, this same situation has been created, in that we have the aluminium water inlet and outlet branches (anodes) bolted to the side of the cast iron engine block and the cast iron cylinder head (cathodes), plus the water in the cooling jacket (which acts as a simple electrolyte solution, bearing in mind that even rain water these days tends to be acidic), so we have a simple electric cell. Again the white insoluble aluminium oxide is formed in the engine cooling system water, but as there is no way of flushing it away (because the Austin 7 cooling system works on the thermo-siphon cycle – i.e. there is no water pump), so it builds up over time in the engine water-jacket and clogs it up. At the same time, the inside surfaces of the water branches corrode away. (Here are a couple of photos of an example engine, which were taken in October 2020 – in the upper photo you can see that the side inlet water branch was so badly affected by aluminium oxidisation, which has eaten its way through to the outer surface and it just crumbled away as it was removed! The lower photo shows the build-up of aluminium oxide powder, in the cylinder block water jacket, stained with rust and antifreeze.) Thus we end up with overheating



Austin 7 engines, which will have to be stripped down, the aluminium oxide powder removed chemically (such as by a hot caustic acid bath, as mentioned in the Austin 7 article in the December 2020 issue of Practical Classics), and the engine rebuilt with new water branches and all the other costs and time that are involved.

I had been thinking about how to resolve this problem, for a number of years. Then when my Austin 7 Arrow engine needed rebuilding (after the front main bearing lip broke), it rather prompted me to get serious about considering the problem. The solution that I came to in the end was to realise that in order to stop the electrolytic action happening, all we need to do would be to “*break*” the electrical circuit. My initial idea was to just paint the aluminium water branches all over, with some heavy duty enamel paint.

But when I was discussing my thinking about this problem with Ian Tillman, of Oxfordshire Sevens, he immediately suggested using powder coating on the aluminium water branches. Apparently, Ian has years of experience with powder coating (is there no end to his talents when it comes to improving our humble Austin 7?) and he told me that as well as providing an electrical insulator, it is the longest lasting, and most colour-durable quality of finishes available on virtually any type of metal; that powder coated surfaces are more resistant to chipping, scratching, fading, and wearing than other finishes; that it can withstand temperatures up to 550°C, so the Austin 7 engine environment would not be a problem. *Continued on page 8*

Continued from page 7

So we think that we have found the solution to stop the Austin 7 engine water jacket becoming blocked up with aluminium oxide, leading to overheating, which can result in further expensive repair bills.



1923-39 Inlet Water branch



1923-36 Outlet



1923-36 Outlet

Ian and Oxfordshire Sevens is now producing kits of powder coated water branches, in a matt aluminium colour, as shown in these photos, (though you can order them in any colour you want – for instance yellow!!!!!!).

For the earlier engine (1923-36) it is the JBIT-001 Kit

For the later engine (1936-39) it is the JBIT-002 Kit.

You can find the contact details for Oxfordshire Sevens on the web.

Jim Blacklock, Austin 7 Arrow Register. Jan 2021



Thank you to Jim Blacklock for sending us this article.

Blowing hot and cold!

I last wrote in the summer having had problems with blocked carb. jets..... I was proud to announce that I had solved the problem by inserting an in-line filter 'though I had reservations about 'authenticity'. Pride, as we know, comes before a fall; and mighty was the fall! 'Remember the hot spell we had? Heat under the bonnet caused petrol in the filter to vaporise and the Chummy 'failed to proceed'; an easy fix but annoying. I removed the filter!

Following on from the Zoom meeting in December and my question regarding the use of anti-freeze. With a forecast of minus 5 centigrade I thought it best to drain the block and radiator.

Now here I must digress.

Back in the days when tuition fees were paid and holiday jobs readily available, I paid the Student's Union bar bill by working for a jobbing builder..... it grieves me to think how my physical powers have diminished since then but what it has left me with are 'workman's hands' useful when wielding spanners but..... end of digression.

Finding the radiator drain cock was OK but, try as I might my fat fingers could not find a route in to turn the little lever. 2nd option, remove the bottom hose at the radiator end..... would the jubilee clip undo, would it heck! 3rd option, undo the top jubilee clip, (easy access), this enabled to water to drain out to a fair extent. Time for a re-think. Off came the radiator complete with shroud. number plate etc., Now everything was accessible! Off came the bottom hose for a new clip to be fitted and off came the drain cock to be freed, un-clogged and generally cleaned up. Re-assembly time. All went back beautifully and it was time to find the watering can. I was getting eager to test my handy-work and run the Austin up to temperature but it was a cold morning and the sound of running water meant a short comfort break was required. No leaks all was well!!

Steve Herwin

Pearl's (not) losing her head - Part 2 (continued from December 2020)

At the end of the first part of this story we left Pearl with her cylinder head firmly still attached ...

After hours of frustration; the question was what to do next....

A phone call to David and he arrived with something he had manufactured (what I called the Aylmore Extractor Mark 1, (AE Mk1)

We bolted it into position and huffed and puffed but the head did not move.

After days of trying, it did not move.

David then arrived with an engine crane (kindly lent by John Pine).

Luckily with a hole in the AE Mark 1 - I was able to use both the extractor and the crane to exert large pressure upwards - result still NO CHANGE.



Well amazingly David manufactured yet another extractor (AE Mark2 - of course) -see photo.

So this new improved extractor and the crane strained and strained and appeared to be on the cusp of movement / release.

A friend Mike suggested another additional pressure that could be exerted by 'Fox wedges'-which I'd never heard of beforehand.... see photo below.



David wisely suggested inserting the wedges between the two layers of copper in the head gasket.

Finally with Extractor Mk2 and crane and wedges - It moved, not much but it moved. Little by little up and down with WD40 assisting it came off - phew!

Thanks again to David for his continued help and ingenuity.

I'm now trying to get Pearl started again.!

Richard Soffe

Whilst clearing our spare room to decorate I found this Attachment, which I believe was originally from a A7CA grey mag at least 10 years back, which I must have thought worth saving. It has provided a welcome light hearted joke during this miserable Covid saga. **Eddie Eddles**

So What's New?

As I sit here again in the beautiful garden of the Longbridge Home for the Bewildered, it occurs to me one of the particular bees I have in my bonnet concerns motoring writers. It annoys me intensely when I read a motoring magazine in the day room, to have some juvenile hack writer try to ram down my throat how no one could possibly live without the latest foreign turbo charged boxmobile with all its gimmicks and whatnots. What they never admit, of course, is that all those totally unnecessary appendages always go wrong – at great expense – the minute the thing goes out of warranty. What is even worse, is the way these know-nothing adolescents even claim world “firsts” for so-called new features that Austin Seven owners have been enjoying – totally free – for decades.

Consider for a moment some of the so-called new inventions and modern features, and compare them with the “Seven”. I am sure you will agree that the modern 5 cylinder 17 valve rot box from the land of the rising yen is but a poor and expensive imitation of those classic Sevens we all know and love. Well, know, anyway.

Let's go through a typical advert for a modern car and compare. There's one here in Sisters copy of “Psycho Analysis Weekly”.

ANTI-LOCK BRAKES

The Seven undoubtedly has those. On my '28 Chummy where the brake pedal only operates the rear brakes, they are even more anti-lock than those coupled systems favoured by the “box” and slightly strange “Ruby” fraternity. Where the modern car achieves the anti-lock feature by complex and expensive electronics, or by the clever little mechanical modulators used on the smaller Fords, Sir Herbert Austin achieved his anti-lock design at no cost by a clever cats cradle of cables and levers incorporating lots of lost motion, mechanical disadvantage and system wind-up.

REAR WHEEL STEERING

These hack motoring writers would have us believe the Japs invented this novel idea in 1987, though of course us “Sevenerers” know different. Again Sir Herbert didn't need complex electronics, hydraulics, or even “thinking” suspension. He achieved his goal by a wickedly contrived rear suspension geometry, guaranteed to flick his tiny car from one side of the road to the other, at the first sign of a bend or bump. The way Sir Herbert designed *his* rear wheel steering by the way, he gained an extra advantage in that it makes you ever so alert! Austin Seven drivers never fall

asleep at the wheel. In fact after a long run in the Chummy it's sometimes days before I can sleep properly again!

COMPLETE ENGINE MANAGEMENT SYSTEM

No modern car is considered complete without at least one “black box”. My view is if you can't take it to pieces and oil it, it can't be any good and it certainly won't last long. How could any modern engine management system be more complete than the Austin's anyway? With simple levers you can vary the Austin's timing between “bearing knock” and “no go”, the hand throttle between “stall” and “valve bounce”, and with a curtain ring on a wire (the choke on the Chummy), you can change the mixture from “black smoke” to “normal” – which is blue smoke on my car. I can't see what else you would need, except perhaps to pacify those environmentalist wimps who don't like oil and unburned hydrocarbons pouring out of the exhaust pipe. The Chummy's exhaust doesn't seem to harm the marigolds beside my drive, so they're probably wrong about that as well.

VARIABLE SPEED WIPERS

The early Austins with the vacuum motor certainly have those. On my Chummy the speed varies between “stationary” – which I admit it favours most of the time – to “beating hell out of the windscreen frame”, which it does when coming down Maldon hill in second gear. How much more variability do you want for goodness sake?

GOOD FUEL ECONOMY

Now the Austin really has got the Japs beaten here! How many of them will achieve 45-50 mpg when their turbo-charged multi-valve fuel-injected engines are sixty years old? *And* I can take my little bronze Zenith carburettor to pieces on the kitchen table (when Gloria is out) without wiping the memory off the microchip. Gloria once came home and wiped the main jet into the sink, but that's another story.

SUN ROOF

By “sun roof”, does the advert for the modern car mean the tiddly little pillar box slit of toughened glass or tin you can only open wide enough to get your hand through? On the Chummy, release two little clips at speed (they sometimes do it on their own!) and twenty two square feet of canvas is billowing in the road behind, sucking out road maps, the dog, and my flat cap. Now *that's* what I call a sunroof!

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HEADLAMP CLEANING

Again Sir Herbert's brilliant brain has defeated the Japs! No need for electric pumps, motors, gallons of water and silly little wiper blades on the Austin. Sir “H” solved the problem by mounting the Chummy headlamps beside the windscreen frame, so you can reach them with your hanky from the driving seat. They're “automatic” too. The lights are so bad you “automatically” keep wiping them just in case you can persuade one more candle power to come out at the front.

I think, dear reader, you're probably getting the gist of my argument by now, although of course I could go on. The lesson is simple and clear.

Do not be swayed by the rubbish put out by those who would have us doubt the wisdom of staying loyal to our Austin Sevens. There has been, and will be, nothing new in the world of automobile engineering. Only mutations of Sir Herbert's original pure thoughts.

I must stop now as the nurse has discovered I've stolen her pen, and I'm not allowed sharp objects at the moment.

Primrose's best friend

Thought to be taken from an A7CA grey mag from 10+ years ago.

11

Sam's Travels (or lack of)

Another dreich day in paradise. Who was it that lamentably said the immortal words 'on this day nothing happened!' Well, that's about it for me too. Apart, that is, from the joyful anticipation and achievement of my splendid two square meals a day, procuring a reasonable amount of 'extras', having the radiator beside my bed turned-on a little earlier and the fireside kipping being the much-enjoyed evening pastime.

The surrounding countryside here in the wilds of Chardstock, as visited assiduously twice a day are providing scant enjoyment, as the Pheasants are fat and lazy, having failed to get themselves shot properly, where this season's shooting has been curtailed.

I pride myself, along with my numerous other accomplishments, as being able to write extensively, even though I have very little to report of note, let alone of interest to my ardent fellow Petrolheads.

Although I didn't make myself known during the recent Zooming, I did keep one ear 'unflapped' and tried to follow the erudite conversations. I was surprised to hear some people have proper headlights, use Fox wedges (whatever they are?), have finger Puppets and play the Ukulele – not at the same time, I hope. I got a bit lost when it came to the preferred colour for antifreeze and will have to ask the esteemed Guru Nick Double-Barrelled about this when next we meet.

On a slightly 'techy' note, I last reported some discernible improvement in Jane Austin's woeful performance of recent months, following the ministrations by a valued friend with his neat little sand-blaster thing. Alas, despite improvement of spark(s), the old girl, and I need to be succinct with this reference, to clarify that I mean the RN (otherwise it's going to be short rations) has sadly not solved the problem satisfactorily.

Himself now suspects (or more of a wild guess on his part) a fuel delivery problem! Even I think this is just conceivable and I am a Labrador, it's not rocket science, just a basic Austin 7! With great trepidation, I watched him remove what I believe is the Carburettor! He's never touched it in the last 10 years, since somebody put it in there. I cringed, fearing my days of jolly jaunts in the countryside were about to cease, never to return – surely, he's not going to take it apart?

To my relief, evidently baffled by the description in his tatty old book (I was going to say 'dog-eared') he desisted and carried it away reverently, to be 'looked-at' by someone with superior mechanical knowledge, which is a fairly moderate benchmark to start from.

So, as with the adage of 'Hope springs eternal', we just may get back on the road again sometime this year?

Sam Barker - Hon (Life) Member No 62D





The A7CA are keen to promote the role of Insurance Liaison Officer. David Mawby, the newly appointed Liaison Officer, will work closely with the Head of RH, Emma Airey, and will be a central point of contact to help answer queries quickly and effectively.

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 A7CA, 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

March 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 March issue should be with me by **Wednesday 17th February 2021** and the newsletter will be distributed on or before **Wednesday 24th February**.

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.

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.

Wanted

Banjo Type Back Axle complete for a 1932 RN A7
Contact Martin Wright on martandla@btconnect.com or Tel 01409 241428

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

Wanted

New member, Pete Oakley is looking for an A7 to 'do up', any model considered. If you can help, please contact Pete on 01803 552507.

For Sale

A7 Wheels.

1 x 18" in very good condition. Tyre has good tread but cracked sidewalls. £50.

Selection of 17" wheels, some would clean up and are useable, others need re-building. £20/£30 depending on condition.

Contact David Aylmore – details on 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)



The Austin 7 Centenary Celebration & Rally

19th - 24th July 2022

The Fire Service College, Moreton-in-Marsh, Gloucestershire
A week-long programme of activities and entertainments, runs, and displays, organised by The Austin Seven Clubs' Association

www.A7centenary.com

Beaulieu

IMPORTANT INFORMATION REGARDING THE 2021 SPRING AUTOJUMBLE

Unfortunately, due to the uncertainty of the ongoing Covid situation, the Spring Autojumble scheduled for 15 – 16 May 2021 has been **cancelled**.

On a brighter note, the International Autojumble is still currently due to go ahead as planned on **4 - 5 September**.

The provisional dates for the 2022 Spring Autojumble, are **14 - 15 May 2022**.

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
Austin 7 Spares/Cars for sale Group

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.

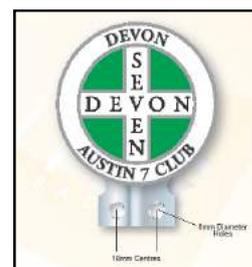
We also now have a very smart embroidered club badge available. It is 3 1/4" (80mm) in diameter and is, as shown in the picture, very similar in design to the car badge. Cost is £3.50 (plus 50p postage)

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.



FBHVC's 2021 Drive it Day Rally Plates

Be prepared for Drive it Day - Sunday April 25th 2021

2021 Drive it Day Rally plates in support of Childline are on sale now from £10, with a minimum of £5 going to Childline.

Visit www.driveitday.co.uk to order yours today.



Devon Austin 7 Club - Officers & Committee members 2020/21

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E-mail: chairman@devonsevens.co.uk



Secretary & Membership Secretary:

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Newton Abbot,
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Tel: 01626 852259

E-Mail: secretary@devonsevens.co.uk
membership@devonsevens.co.uk



Car Identification Number Registrar:

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Tel: 01363 866 819

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