



Devon Sevens

November 2021

Newsletter for

Issue 144

The Devon A7 Club



The DA7C stand at the recent successful Devon Vintage CC Autojumble

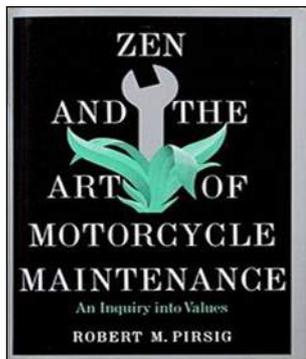
Starting Handle

'Your front seats look rather crumpled,' opined an observer of my Austin Seven. 'So would you if you'd been sat on daily for 85 years,' I replied. I thought I'd better do something about it before I got too rude for my own good. Judith has accumulated lots of potions for face renovation in her cosmetic larder but I thought it too risky to export them to the garage. So I found some Connolly hide food in the shoe box and applied as instructed i.e. rub on with a cloth, leave for 24 hours and then buff up. I must say it worked a treat bringing back colour to the seats and diminishing the wrinkles. Do not recommend this to any lady in your life though; you can probably work out why without a suggestion from me!



I have been troubled with an oil leak from the front end of the Ruby's engine. Isn't it difficult to pinpoint the source of a leak? I thought it could be the usual culprit i.e. the valve chest cover, but working on the basis that oil will not travel upwards or forwards as you travel along I suspect it's leaking from the dynamo housing. I have tightened up the bolts, you need a long box spanner, but it's still leaking though not so much. Let's hope it's not the gasket between the block and the crankcase. I see that Richard Bishop has pipes from his Ruby's dynamo gear cover and his valve chest to reduce crankcase pressure, has anyone else gone down this route?

It's been difficult opening the driver's door on the Ruby, the wooden door frame has rotted out at the base and the door has dropped. Martin Prior has quoted £199 for a new frame which considering the work involved in producing it and making it suitable for DIY repairs sounds like good value. The problem is that the door has to be removed before the frame can be fitted and can I remove the hinge pins? No I cannot! Its strange when you look at a seemingly unsolvable problem that you know that one day, by a method not yet apparent, the problem will be solved.



For those who want to read about the comparison of attitudes towards car maintenance i.e. the romantic 'gestalt' position versus the classical problem solving attitude I recommend you read 'Zen and The Art of Motorcycle Maintenance' by Robert M. Pirsig where two motorcyclists take a journey. One on a modern bike who has to rely on technology and professional repairers and one on an old machine which he repairs himself using his problem solving skills. I think we Austin Seven people fall into the latter category. Wikipedia is a good place to get an idea of the book. Look out for what Pirsig calls the 'Gumption Trap' !!!

The price of Austin Sevens often comes up for discussion. There is no Glasses Guide to list prices, the only way to get some idea is to wade through sold or for sale prices on the internet. Even then you can't be sure of the condition of the car as far as originality or mechanical condition is concerned. The value of the car is of course different from the price. Those who really want an A7 are apt to pay more than those who are making a rational decision based on research and experience. When it comes to selling I have found that what a car's worth is what you can get for it. As a benchmark this 1934 box was advertised in October's Classic Car mag for £11,995 fully restored inside and out.



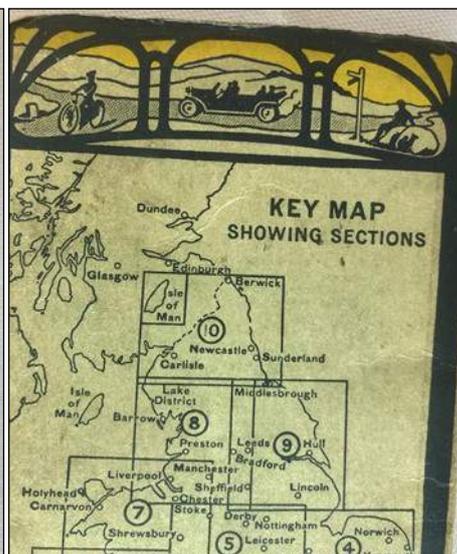
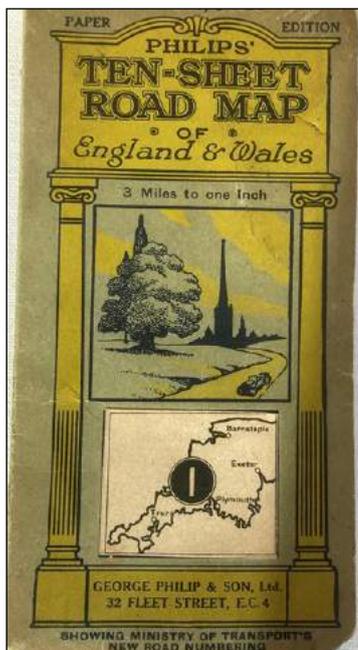
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The chap next door decided to Paint his house using a roller to spread the grey Weathershield paint. Judith's lovely 2004 VW Beetle Cabriolet was in the drive. There was a slight breeze and before we knew it we had a speckled red beetle. Weathershield sticks hard to the paint and I could not budge it. But Gleaming Cars, a valet operation in Bideford, said for £50 they could, and by the time you read this I hope that pristineness (sic) will have been restored. Luckily my Ruby was in the garage.



The photograph doesn't show up the speckles or the atmospheric expletives !



The Hospice Shop in Exeter South Street is always a good place for some peaceful browsing. Whilst doing such I came across this map of Devon and Cornwall, sheet 1 of a ten sheet series. What I particularly like about it are the graphics on the front and back covers which tell of motoring life long ago when Austin Sevens were common currency. The map dates from 1927. I'm hoping to get the whole ten sheet collection. I will Google 'Abe Books' which is a good site for old publications

The everyday use of classic or even old cars seems to be in decline. We have just returned from holiday after travelling with the caravan through Cardiff, Hereford, Shrewsbury, West Wales. The Gower and Gloucestershire. In our 1200 miles of travel the only classic car I saw was a 1937 Buick parked in a front garden near Shrewsbury. Is it that we only bring out cars for shows and club events or do we just own them for personal adoration and interest?

So I pose this challenge to Devon Sevens car owners.

Can you use your Austin Seven as your everyday car for a week? No moderns allowed and no dispensation except at times of real emergency. After all the Austin Seven was advertised as a family car. Who'll take up the challenge? Pick a good weather week, perhaps next Springtime, and give it a go! Lets give it the whole of 2022 and when your week is over write an account of your adventure for next Octobers Newsletter.



Viv Gale

Secretary's Notes

I would like to start this month by welcoming Michael Tabcart to our Committee. Following my comments in last month's newsletter, Michael and I had a chat at the Buckfastleigh Autojumble and I am delighted to say that he has agreed to join us.



Whilst this is most welcome, I would still like to see more new people taking an active role in our Club's future. It is by no means certain that all the existing committee will stand for re-election at the AGM in March and there is not only room for new people to take on an existing officer's role such as Chairman, but in my view, there has long been a need for someone to look after other areas. A Social Secretary for instance could promote more social events which have been sadly lacking up to now. Many other clubs also have an 'Events Co-ordinator' on their committees, someone who does not organise everything, but who can act as the point of contact and collate all the relevant information. With the long term future of the club very much in mind, how about having a 'Young Persons Officer' on the committee or perhaps someone to oversee how the club could become more environmentally aware?

Please give this some thought and if you think you might like to get involved, just get in touch with any committee member to find out more details.

I was sorry to hear that one of our members sadly passed away in late September. John Blouet-Smith had been restoring a 'project' A7 RP Box Saloon for several years and whilst the car never made it to one of our events, John often turned up to ask for advice and to chat about the progress he had made. Our thoughts are with his family at this sad time.

The Club stand at the Devon Vintage CC Autojumble on the 10th October proved to be a great success, thanks to all those who lent a hand on the stall. Many members dropped by for a chat and to rummage through the large range of A7 spares and other items on display, and although definitely not for sale, Mike Gregson's Nippy attracted a lot of attention.



Despite sales being quite brisk, there were a lot of spares left over, so if you are in need of anything, please get in touch. Lots available from 6 volt bulbs to 4 speed gearboxes.

The weather was exceptionally kind to us, and I understand from the organisers that there were a record number of both buyers & sellers in attendance. All in all, a great day out.

I was contacted this month by the Technical/Sales manager of Frost Auto Restoration who has sent me an up to date catalogue of their products and has offered to set up a discount code for our members. I have used Frost products on several occasions and have always found them to be of a very good quality, but I was unaware of the vast range of equipment and products they sell. Have a look at www.frost.co.uk to see their whole range. I will circulate details of the discount code and ordering procedure as soon as I receive the information.

I heard last month from a member who was experiencing problems with the petrol pump on his A7 and I passed on contact detail for Tony Leslie of Holmesdale Sevens who I knew could recondition the pump. The member has now reported back to say that the car is now running well and confirms that Tony gave him a "very efficient and well priced service that he would recommend to other Seven owners". It is always useful to have feedback about suppliers of A7 goods and services.

It is not only our club that is looking for people to volunteer to help with organisation. The A7 Clubs Association will also have vacancies coming up at the AGM in April. Chris Heeley has been in the Treasurer's role long past his planned tenure, Mike Costigan will be leaving the Editorial post at the end of 2022 and Adrian Payne will be stepping aside from the Webmaster's role at the AGM. If any of these positions might be of interest, please let me know and I'll be happy to put you in touch with the right person.

Happy Austineering - David



Zoom Club Night

Monday November 15th at 7pm

Join us at our monthly Members' Catch Up Evening

A chance to safely catch up with other DA7C members, without leaving the comfort of your own home

**Zoom link will be sent out by e-mail
1 week in advance.**

2022 A7 JOGLE/LEJOG

There was mention in last month's Secretary's Notes of a possible A7 'End to End' run in 2022 and I have now heard from Harry Hales of the South Wales A7 Club that they are well on the way to organising the event. A brief outline is given below and please let me know if you might be interested in taking part. No firm commitment needed at this stage, just 'testing the water' to see what level of interest there is from Devon members.

David Aylmore – (Contact details on back page)

End to End run over the Easter period in 2022.

As there have been 6 organised runs by the A7 Clubs Association it would be nice to have a further run to celebrate 100 years of the Austin Seven, using 21st century technology.

This is a rough idea how it could be run:

Date start 7 April 2022

Date finish 24 April 2022

Start and finish confirmed by a photo. Entrant/driver must be in both photos.

Car entrant and driver to be registered and all entrants to be registered must have valid insurance.

No restriction on number of entries, young persons to be encouraged.

Maximum of two people per car.

Not a race **minimum** time allowed 48 hrs.

Lands' End to John o' Groats **OR** from John o' Groats to Lands' End **OR** could do both ways.

Extra photos to be taken en-route for platinum finishers certificates:-

Dunnet head - Northern point

Longbridge works gate - Middle of route. (Entrance still the same but now MG)

Lizard Point - Southern point

Suggested Entry Fee £25.00 (the price of a day's entry to the Moreton in Marsh event)

The entry package will include a Rally plaque for bumper, two dashboard plaques /fridge magnets, two windscreen stickers, one framed finishers completion certificate .

Note – all the above will depend on the level of interest and detailed costing.



A7 Centenary Rally – Update



Those of you who have already registered will have received information regarding the booking system which went 'live' about 2 weeks ago. Some may well have already booked, but for those who are still thinking about it, I would just like to mention a couple of points:-

1. All the available Hotel accommodation on site has now been booked. There is a possibility of more being made available at some point in the future, but this is by no means certain.
2. Almost 2/3rds of the Camping pitches have been booked.
3. The Fire Service College have asked that the total number of people on site be limited to 2,500 so once that number of entry tickets have been sold, no more bookings will be accepted. To date around 1500 tickets have been sold.

The advice therefore must be – don't delay too long before making your booking or you may be disappointed.

Also – be careful when you fill in the on-line booking form. It is quite complicated but there is lots of advice on the system to help you through the process. If you don't have access to the internet but would still like to attend the Rally, contact Ken Hickman (contact details on the back page) who will be happy to assist.

We know from speaking to members over the last 6 months, that there is a lot of interest in this event and it looks like there will be a good number of Devon A7 Club members attending. We are thinking of organising some sort of Club event during the week of the Centenary Rally and therefore to help with our planning, please let Ken Hickman know when you have a confirmed booking and what your arrival & departure dates are.

For full up to date information, look at www.a7centenary.com. This is also the place to register your e-mail address to obtain regular updates about the event.



Centenary Rally Programme

Can you help us?

BA7C has taken on the responsibility for producing the Centenary Rally Programme and we need your help with some of the content:

Has your A7 been in your extended family since new?

Have you have driven your A7 to unusual or far-flung places?

Would you be willing to share your story?

Do you have supporting photographs?

Please contact Sue Riley or Sally Barker, Bristol Austin 7 Club at:
centenaryprog@ba7c.org

Richard's Ramblings

Well this is a bit of a month for me, after fifty one years' ownership the Ruby has left Exeter and now resides in St Neots, Cambridgeshire. I drove the car up to the Haynes Motor Museum to help reduce the overall mileage the new owner had to travel, and Marlies drove our modern behind me and was amazed at how well the Ruby went! To be honest I am really relieved that I have been able to sell the car as I have been finding the time spent keeping the Special and the Ruby in good roadworthy condition was proving to be a bit of a challenge. Especially with all the other pursuits that I am involved with such as the allotment, lathe work and building steam and vacuum engines and of course helping to look after the grand children on a weekly basis!

The allotment has virtually been put to bed for the year with just a few late courgettes being picked and of course the curly and cottagers kales are keeping us well supplied for soup making and meals. I am having fun experimenting with my grazing rye which is a green manure crop I sow every Autumn for spring digging in. The crop always grows well, almost too well as it becomes longer and longer and flops over and dies back. Anyway this year I am keeping it short and trimmed with the cut grass slowly rotting down between the rows and becoming a good weed suppressant!



The other piece of allotment news is that a very large but dead tree has finally collapsed into the river taking a smaller one with it. Before the winter rains really begin and the river level rises I need to winch the smaller tree to the bank and do some chain saw work on it as there is a decent amount of timber there for the wood burner! The larger of the two trees has a lot of root still in the bank so it will be interesting to see just what flood conditions will do to such a large amount of timber!



Well that's enough of my ramblings for the month, please stay safe with the Covid on the rise again it could be a hard winter for all of us.

Richard Bishop

David's Diary

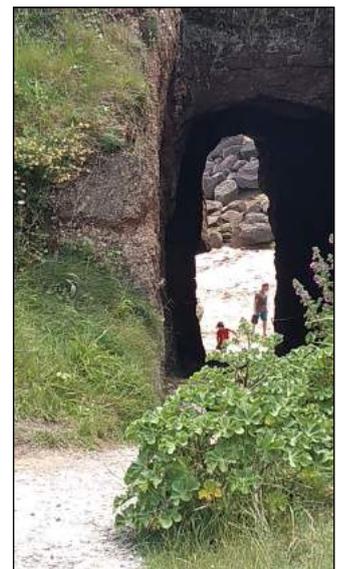
The past month seems to have been taken up with a lot of A7 activity, but unfortunately not a lot of time spent on the road. The only outing was a last minute decision to take 'Ernie' our Milk Delivery Car to the Classic Car Show at Lady's Mile in Dawlish. I had not been to this show before but it was very well attended, although as is often the case these days, there were very few Pre-War cars there. The weather was very kind to us and with a few other members out and about, it was an enjoyable day out. The icing on the cake was our 7 being chosen as the 'Mayors Favourite'.



The front axle from 'Mabel' our 4 seat tourer has been returned with both the eyes having been shrunk back to original size and new king pins & bushes fitted. It all feels much more solid now and hopefully when re-fitted, the steering will be just a bit more positive. Before re-assembling the front end, I am considering replacing the front spring as there is some wear visible and if I am going to change it, now is the time. So, as a first step, does anyone have a good front spring that they would be willing to sell?

I have spent much of the rest of the month out and about on the South West Coast Path. For many years, I have enjoyed walking long distance footpaths and although I have walked various short sections of the Coast Path over the years, I have for a long time wanted to complete the whole 630 miles in sequence. I started out in June this year and by fitting in a week here and there and then day walks from home when possible, (with Jan acting as taxi service) I have now completed the path from Minehead, around Lands End and along the south coast to Teignmouth. The aim is

now to finish the last section to Poole before the end of the year – weather and time permitting. I have to say that the walking has been more challenging than I expected, but I have lost track of the number of times I have thought how lucky we are to live in such a beautiful part of the world.



Stay safe and continue to enjoy your 7s

David



PUZZLE PAGE

by Julie Eddles

QUADRUPICKS

Select the word with the correct definition from the four choices.

- | | | | |
|---|--|---|--|
| 1. SERRIED
a) close set
b) scattered | c) apart
d) hurried | 6. ABERRATE
a) assist
b) affirm | c) take away
d) wander |
| 2. ADDUCE
a) cancel
b) cite | c) detect
d) lessen | 7. CLEM
a) starve
b) pleasant | c) grasp tightly
d) mend |
| 3. DYSTOPIA
a) heavenly
b) impatience | c) short sightedness
d) a bad place | 8. BARBICAN
a) quay
b) row of shops | c) meeting place
d) watchtower |
| 4. TIPPET
a) topple
b) scarf | c) drinking cup
d) a young rabbit | 9. RIDENT
a) grating
b) tight | c) beaming
d) loud |
| 5. JAUNCE
a) recite
b) mock | c) prance
d) throw out | 10. BOUTADE
a) broad road
b) sauce | c) sudden outburst
d) a lady's room |

QUICK CROSSWORD

ACROSS

1. Board (6)
4. Gambling stake (4)
8. Recede (3)
9. Part of a church (7)
10. Follow (4)
11. Flexible (6)
13. Code (6)
14. Check proofs (4)
17. Missed out (7)
18. Newt (3)
19. Retain (4)
20. Interrupt speaker (6)

DOWN

1. Throw out (5)
2. Book lover (11)
3. Grain (4)
5. Equal (4,3,4)
6. Showy splendour (5)
7. Kitchen utensil (5)
12. Match (5)
13. Cover
15. Name (5)
16. Border (4)

1		2		3			4	5		6
						7				
8				9						
10					11					
				12						
13							14			15
						16				
17								18		
19					20					

NUMBER CODE

The number in each square corresponds to a letter. Crack the code with the help of the clues for the words numbered 1 to 6, which are all encrypted using the same code and then transfer the letters into the grid to discover the 8 letter word.

1	2	3	4	5	6	7	8	9

- | | | | |
|----|-----------|-------|--------------|
| 1. | 3 9 1 8 | | Warmth |
| 2. | 4 5 6 9 | | Travelled on |
| 3. | 2 1 8 3 | | Walkway |
| 4. | 4 1 2 7 6 | | Quick |
| 5. | 8 4 7 2 9 | | Rubbish |
| 6. | 3 5 1 4 6 | | Amass |

SPLIT WORDS

Complete the six letter words in the grid by adding pairs of letters taken from the either of the two columns alongside.

PI		
TO		
CL		
PO		
GA		
FA		
BU		
HU		

UT	SC
TS	SK
AR	ER
IA	ST
MP	BC
AP	CH
ON	IN
WB	ET

FINISHED AT LAST

The story starts some three years ago, nothing worth watching on the TV, so a quick look on Ebay to see what's about for sale Austin Seven wise. I was half looking for a project, as work on the Ruby was about finished, quite an interesting special was listed in North Yorkshire of all places, in quite a bad state but it looked an interesting shaped body and no one had bid on it. I left a "cheeky" bid, and two days later it was mine !!

Fortunately work took me fairly near in the following week, so I arranged to pick it up and pay for it then. When I saw it properly I really began to regret looking on Ebay that fateful evening! The owner confessed he had bought it a few years previously, didn't know where to start and had left it in his garage, trying to ignore it!

On the way home I called into Roach Engineering at Southampton to get some hints and advice on how I should proceed. Stuart Roach was very helpful saying they could make any panel and alterations that I wanted, but he admitted (in a very nice way) that the car was a bit of a mess and that he wished me the best of luck!!

On closer inspection it was pretty obvious the car had been through several owners, each having a "bit of a go" of working on it. The car had been lengthened and the chassis altered, hydraulic brakes had been (unsuccessfully) fitted, the front axle had been cut in the middle and a primitive independent suspension had been fabricated. Also one of the previous owners had sold the original registration number, and there was no logbook. The only good thing was that the engine (partly disassembled) and gearbox looked ok .

After a lot of thought, the only way forward was to start again with a fresh rolling chassis. As luck would have it, David had been contacted by someone in South Devon who had a rusty Ruby for sale (with a log book). I went and saw it, did a deal, and brought it home. After a few weeks I had the body off, refurbished the back axle, replaced all suspension and steering bushes, new wheel bearings, brakes and cables, and I had a good rolling chassis with a log book !

The next stage was mounting the good part of the body to the fresh chassis. Everything in front of the bulkhead, except for the radiator and cowl, wasn't worth keeping so was removed, and with the good part of the body, a new bulkhead and new wooden floorboards in place, things started to move forward.

It was time for another visit to Roach Engineering in Southampton. Stuart was away, but his father (who has been building Austin Seven specials since 1960) was very helpful. He had some very good suggestions and would be very happy to make a new bonnet and sides, and mudguards and I was pleased to leave it in his capable hands.

It was now time to turn to the engine and gearbox. I have never understood gearboxes so I sent it off to Andy Bird, of Austin Seven Gearbox services to let him look it over. The engine which was partly dissembled, had been worked on a bit, with bigger valves, an SU carb and four branch exhaust system. I decided on a rebore, new pistons, a phoenix crank and new main bearings should make it a reliable engine. I made a big mistake in choosing the company to do the rebore, they took two years!! And only then after some irate phone calls !!

Work commitments had put the project on hold for twelve months, but soon Roach Engineering (who had warned me they were very busy) phoned to say the body was ready, so another trip to Southampton. I was delighted with their work, a little expensive, but money well spent.

The next stage was the fiddly part, making brackets and fitting the mudguards, making the dashboard and fitting the instruments, sorting out the upholstery and interior trim, making new foot pedals, and a throttle system, fitting the steering column, fitting the first part of wiring in place, plus making a new exhaust system. None of which was impossible but certainly very challenging !!.

Next was the paint job, so everything was taken apart and the car was moved to a company in Crediton. The original body was aluminium, which was showing some signs of corrosion, so it needed a lot of prep work and then etch priming. I had decided on silver as the main colour with black mudguards. The company did an excellent job using a two pack paint which should give a tough finish.

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Continued from page 10

So the final stage was putting everything back together again! Building the engine with a new clutch, fitting it with the gearbox, installing it all in the car and making everything work!! Finally it really did look like a car, the engine ran well with no nasty noises and the list of “things to do” was nearly complete.

The next challenge was re registering the car, with a different engine, different body and a different colour I realised it wouldn't be straightforward. It took a little time and I had to complete a vehicle build up report, but after two months I had the registration document I needed and kept the number from the doner car. For my piece of mind I put the car through an MOT at a local garage, who specialises in older and classic cars. It passed with no problems and I was very pleasantly surprised !!!

I've done about 50 miles with the car so far with only a few adjustments, and the car handles well, although very draughty with no windscreen. Looking back I've enjoyed the challenge of building the car, although frustrated by the time suppliers have taken to do work, and just too scared to add up the total cost of the project!!.



Philip Burrow

Answers to Puzzle Page (page 9)

QUADRUPICKS

1. a) close set 2. b) cite 3. d) a bad place 4. b) scarf 5.c) prance 6.d) wander
7. a) starve 8. d) watchtower 9. c) beaming 10. c) sudden outburst

QUICK CROSSWORD

ACROSS

1. Embark 4. Ante 8. Ebb 9. Chancel 10. Tail 11. Pliant
13. Cipher 14. Edit 17. Omitted 18. Eft 19. Keep 20. Heckle

DOWN

1. Eject 2. Bibliophile 3. Rice 5. Neck and neck 6. Eclat 7. Ladle
12. Vesta 13. Cloak 15. title 16. Edge

NUMBER CODE

APHRODITE

1. Heat 2. Rode 3. Path 4. Rapid 5. Tripe 6. Hoard

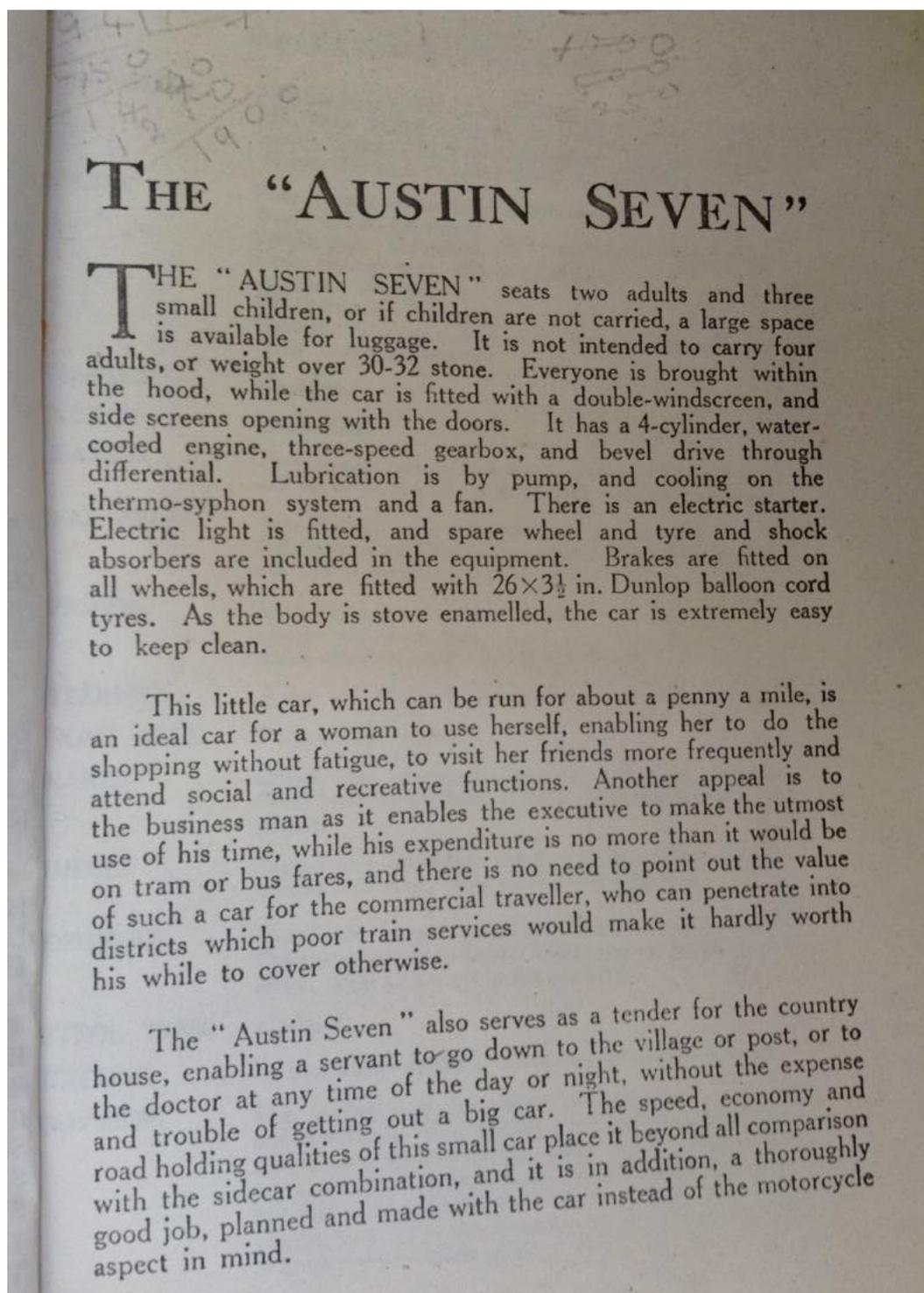
SPLIT WORDS

- PISTON TOWBAR CLUTCH POINTS GASKET FASCIA
BUMPER HUBCAP

An insight to the 1920s

I bought an Austin7 handbook for the princely sum of £3 at the Buckfastleigh Autojumble. It gives a wonderful insight into the social make-up of the 1920s. Thank goodness society has moved on!

Steve Herwin



Faulty Rotor Arms – Update.

Following the article in last month's newsletter about the failure of recently manufactured rotor arms, Eddie Eddles e-mailed to pass on a tip to overcome the problem.

"Quite a few years back, I came across this problem with inferior rotor arms and found that a slim fibre washer put inside the rotor arm base got me out of a problem. Eventually I was lucky enough to find a stall at Shepton Mallet Autojumble with some pre-war stock still in the original packet, and I bought two or three, but I still have the washers in the car, just in case."

Thanks Eddie.

FBHVC Matters



Motul partners with the FBHVC to create lubrication solutions for historic vehicles



The Federation of British Historic Vehicle Clubs (FBHVC) is delighted to announce it has appointed Motul in a new three-year deal to collaborate on securing the future of lubricants for historic vehicles, through product innovation and support for the historic vehicle industry and club community.

Motul is a core part of transport history, having been founded in 1853 in the USA as part of Swan and Finch. It became a French headquartered company in 1957. The brand remains in family ownership to this day. Throughout the entire era of motorised transport, Motul has been conscious of its role in not only creating history through innovative product and service development, but also contributing to the heritage of the industry as a whole.

Motul's credibility and expertise are second to none. Motul supports the preservation of motoring heritage, through Motul's Fondation du Patrimoine, via museums & exhibitions, as well as through its partnerships across the historic vehicle world (with FIVA, the Tour Auto, Goodwood Revival, Silverstone Classic, Carrera Panamericana and Le Mans Classic). This illustrates the passion of the brand, its owners and staff and their desire to transmit this passion to the younger generation.

Motul's commitment to supporting the historic vehicle community has been on show this summer at both the Goodwood Revival and The Classic at Silverstone. At both events, competitors racing historic vehicles benefitted from Motul's pop-up oil testing laboratory (housed within an historic bus) together with a ready supply of product and technical advice.

To be able to keep yesterday's vehicles on tomorrow's roads, Motul has developed a comprehensive line of products fitting the requirement of historic vehicles but using latest technologies when necessary. The product range is truly extensive and through the FBHVC, the historic vehicle community will have the opportunity to further shape that product offering and to benefit from product innovation and development which will ensure a supply of oils and lubricants for their vehicles long into the future.

Throughout the years, Motul has gained experience as an official supplier to many racing teams and manufacturers and contributes with them to further technological development in motorsports. Motul is supporting those teams in international competitions such as: 24 Hours of Le Mans (cars and motorcycles), FIA World Endurance Championship, Super GT, Drift, Japanese championship Super Formula, GT World Challenge Series, MotoGP, World Superbike, MXGP, FIM Endurance World Championship, IOM TT, F1 Boat and scores of others.

For further details of Motul's products, its history and partnerships, and the latest Motul news:

www.motul.com

John Turley, FBHVC Rep

Events

Monday November 15th **Club Zoom Meeting**, see page 5 for details.

Sunday November 21st **Re-Fuel - Cars & Coffee Southwest.** Mansell Raceway, Dunkeswell, EX14 4AH. Tickets in advance for either the morning or afternoon session from www.re-fuel.co.uk/buytickets.

Other Events

2022

July 19th - 24th 2022 Austin 7 Centenary Rally

The Adventures of Group Captain Wingspan

The next in the series of bizarre but true stories from Group Captain Wingspan

Manners

One of the things guaranteed to get my back up, is other people's lack of manners. Around these parts we have a lot of narrow lanes and you expect folk to thank you when you pull over to let them pass, but some just sail past and ignore you (mainly mercs and, also, they don't indicate). It's so annoying because there is no way you can yell at them as they pass you, so I think we should be able to fit rear facing cannons which fire paint at 'no thank yous'.

A case of bad manners happened one afternoon as I was in the reception area, with several people waiting, when a brand new Porsche pulled up and a woman rushed in ignoring those waiting and went straight up to the counter and demanded I sort out her problem.

At this point I recognised her as a well known actress who had come to the town to open some shop or something.

A local lout had snapped her radio aerial off and she demanded I fit new one NOW.

"Ok", I said and went into the workshop and picked up a wire coat hanger which I then bent into the shape we all know and recognise. Returning to the shop I handed this to her and said, "there you go, stick this in the hole, that's what we use round here".

She went very red and left at speed and I went back to serving my amused customers.

Chocs away,

Wingspan.

Please Note!

December 2021/ January 2022 Newsletter:-

Please note that the next issue of Devon Sevens will be a double issue covering December 2021 and January 2022.

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 December/January issue should be with me by **Wednesday 17th November 2021** and the newsletter will be distributed on or before **Wednesday 24th November**.

To avoid any possible problems with copyright, please confirm, when sending in articles, photo's diagrams, maps etc, that they are free from any copyright restrictions. For information, the copyright remains with the originator of any photos etc for 50 years and the originator's permission is required before they can legally be reproduced or distributed. Within the very friendly A7 world, there is generally not a problem, so long as the originators copyright is acknowledge but I need to be made aware of the situation before publishing.

Many thanks. Ed.

For Sale

Pair of inner wings for a 1935 2 seater APE. Would probably also fit Ruby. Brand new, bought a while back for a restoration project but not used so now surplus to requirements. New price is around £80 each, would accept **£100 for the pair** as I need the space.

Contact John Pine on 01803 851256

Wanted

Richard Soffe is looking for a trailer for an Austin 7. If you can help, please contact David Aylmore initially - details on back page.

For Sale

1929 A7 RK 'Top Hat' Saloon

This is not thought to be an original RK Saloon but has a lot of history with bills and letters covering a full rebuild at the Seven Workshop by David Phillips in 1990/91. In present ownership since 2009 and has been garaged and kept in a very presentable condition. It should only require minor recommissioning and a new battery to put it back on the road again.

Price £10,000.

Contact Brab Hallowes by e-mail brab.hallowes@gmail.com for more information.



For Sale

1935 4 cylinder Ascot A12. Off road for 2 years but regularly run before lockdown. Unfortunately the starter motor has gone. Only minor work needed to bring it back to very good condition. Body and engine very sound.

£7,000.

e-mail dkernick@gmail.com for more information.



For Sale

2 dynamos for sale, both c35a models. One is type BN7-6, and the other is type BN3-0. Both dynamos are working. Collection from Somerset.

£75 each ono

Contact Andy Grabham on 07833 124484,
email: nobbygrump@btinternet.com



For Sale

A7 4 speed Crash Gearbox. History & condition unknown but from a visual inspection looks to be in good order and turns over smoothly. **£75 ono.** Contact David Aylmore – details on back page.



For Sale

Austin Seven Ruby De-Luxe Saloon.



First Registered 15 June 1938. Sold in 1964 to second owner who sold in 2003 to our vendor's family, who carried out a full restoration. We purchased in May 2017.

Genuine 35,219 miles (1994 - 23,731 miles)

Starts and runs well.

Sunroof in working order.

Numerous historic papers including original buff Vehicles (Excise) Act 1949 continuation book with extract of original 1938 registration particulars.

Chassis No. 284950, being one of the last Austin 7's made before production ceased in 1938.

Reg. No. EOF 508.

Offered for sale at £8,500.00 ono.

Please call: **01837 840327 / 07770 756327**

Wanted

Standard 8 leaf front spring for 1934 A7. 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)

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.

www.devonsevens.co.uk - welcome to the website for the Devon Austin 7 Club. The Club Website is currently undergoing some changes, so it might not be fully functional at times. We hope that once the improvements have been completed it will have a more modern look and will be much easier for us to keep up to date.

Don't forget you can also follow the **Devon Austin Seven Club** on our Facebook page.



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
Austin 7 Spares/Cars for sale Group

For advice on how to make the best use of our website you can contact Nick Borst-Smith at:
registrar@devonsevens.co.uk

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 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.

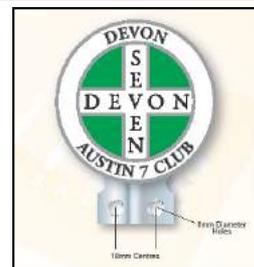
Cost is £3.50 (plus 50p postage)

Lapel Badge.

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.



Devon Austin 7 Club - Officers & Committee members 2021/22

Secretary, Membership Secretary & DVLA Rep.

David Aylmore
Corner Cottage
Ideford
Newton Abbot,
TQ13 0BG



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membership@devonsevens.co.uk

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The Shieling
Pound Hill
Holcombe Rogus
Wellington TA21 0PJ



Tel: 01823 674427

E-Mail: treasurer@devonsevens.co.uk

Car Identification Number Registrar:

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Waterhouse Barn
Coddiford Hill
Cheriton Fitzpaine
EX17 4BD



Tel: 01363 866 819

E-mail: registrar@devonsevens.co.uk

A7 Clubs' Assoc. Rep.

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St. Austell
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Tel: 01726 882530

E-mail: a7ca@devonsevens.co.uk

Committee Member:

Richard Bishop
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Exeter
EX2 4RP

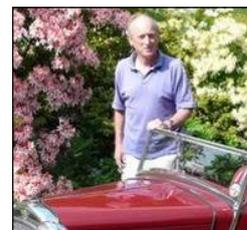


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