



Devon Sevens

February 2022

Newsletter for

Issue 146

The Devon A7 Club



DA7C members have been out and about this month - Nick Borst-Smith, Andy Scarrott and Michael Tabcart managed to park together at Re Fuel and attracted a lot of attention. Earlier in the month Stuart Palmer, with Nick Borst-Smith in the passenger seat, did well to finish the Exeter Trial - a very cold and wet event.



Secretary's Notes

When I circulated a brief 'update e-mail' in December, I did mention that Ken Hickman had, due to family and other commitments on his time, felt unable to continue in his role as a Committee Member and I would just like to record here, my thanks to him for the time & effort he spent on behalf of the Club whilst serving on the committee.



Usually, at about this time of year, I would be asking members for nominations for the 'Murray Park Award'. For those of you who may be unaware of who Murray Park was, he was a founder member of the club and our first, and in fact only, Honorary President. He presented the Club with a Cup which he wanted to be awarded annually to a member who, in his words, 'Had made a notable achievement in support of the Club' during the preceding year. With the COVID situation in 2020, we decided last year that with the lack of club activity, the award should be held over, and following our most recent committee meeting, we have made the same decision again this year. Hopefully with things opening up a bit more in 2022, we will be able to present the cup next year.

Last year, members will recall that due to the COVID Pandemic, we held a 'virtual AGM on ZOOM. Hopefully, this year we will be able to return to holding a 'face to face' AGM and have pencilled in Sunday 20th March. Our plan is to return to Spreyton Village Hall for the meeting, followed by lunch at the Tom Copley Tavern. Full details are on page 3 and early booking is advised. We will of course keep a close eye on the COVID situation, and should things deteriorate, we will revert to holding a virtual meeting on the same date.

We have put together a provisional calendar of club events for 2022 and details are on page 18. I am sure that everyone will understand that any plans are subject to change, but we will do our best to keep everyone informed as much as is possible.

Undoubtedly the largest A7 event this year will be the Centenary Rally at Moreton-in-Marsh in July. Bookings for this event are now closed as all the accommodation is full, and the limit on individual entries has been reached. For those members who have a confirmed booking, further details will be sent out by e-mail and you might also like to keep in touch with news about the event by looking at the dedicated website – www.a7centenary.com where you will find a range of A7 Centenary regalia and/or the Facebook page:- **The Austin Seven Centenary Event July 2022** where there are regular posts from A7 owners planning their trip to the event from all over the globe.

We have it in mind to organise some Devon A7 Club activities during the week long event, but to enable us to plan effectively, we need to know who will be attending, and when. So, if you have a confirmed booking, would you please let Mike Gregson know what days you plan to be at the event. Contact details are on the back page.

Many thanks and happy Austineering.

David.

Richard Soffe's Pearl

I've been given these 2 photos, which we believe is Pearl arriving as a 'project car' in London in 1972. The household were A7 fans as you can see! Pearl is the one on the right facing. Pearl stayed untouched, under tarpaulin until 2005 when I bought her. The second photo (Pearl on the trailer) - note the trailer and lashings! Is that an Austin Cambridge estate towing?? The third Picture shows Pearl today.





Zoom Club Night

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

Monday February 21st 2022 at 7pm

Join us at our regular monthly Members' Catch Up Evening

Zoom link will be sent out by e-mail 1 week in advance of each meeting

Sunday Saunter

Sunday February 27th at 12.00

Agricultural Inn, Brampford Speke,

Exeter EX5 5DP

www.agriculturalinn.co.uk



For our new members who may be confused, a "Sunday Saunter" is a run out in an A7 or modern car to meet up with other members for Sunday lunch - always an enjoyable social event.

Menu: Choice of Roast Belly of Pork, Slow Roast Beef, Pan roasted Breast of Chicken or Seasonal Vegetable & Lentil Wellington served with Yorkshire pudding, crispy roast potatoes, seasonal Vegetables £15.00 Desserts and coffee can be ordered later.

Please book your place with Nick as soon as possible with your choice from the menu as places are limited

Nick Borst-Smith, 01363 866819 or registrar@devonsevens.co.uk

2022 A.G.M - Sunday March 20th 2022

After the restrictions of last year we will be returning to Spreyton for the 2022 A.G.M. of the DA7C

The meeting will be held in Spreyton Village Hall
(Postcode EX17 5DP)

10.30am Coffee & Biscuits

11.00am Start of Meeting

12 for 12.30pm Lunch at the nearby 'The Tom Cobley Inn'

Austin 7s outside the Tom Cobley in 2020 - modern cars equally welcome!



*The Tom Cobley serve a superb Sunday Roast (served to table),
Roast Beef and/or Turkey (Veg option available) - £13.95
Dessert - £5.95 Tea/Coffee - £2.50.*

Please contact David Aylmore (details on back page) for more information and to book your place for lunch - obviously no need to book for the meeting but it would be helpful to know if you plan to attend.

Please note that David needs final numbers for lunch by Sunday March 6th.

Summer Drive Out 19th June 2022



Photo from previous premises

Derek Vertenten has devised an interesting afternoon drive starting from Mole Avon in Crediton at 11am (tbc) and winding its way to his home and workshops near Silverton for afternoon tea.

His workshops will be open and his current rare projects will be on view. For those who have not met him or seen his work be prepared for perfection.

The view from his home is out of this world too!

To let us know you are coming please contact Nick Borst-Smith at registrar@devonsevens.co.uk or 01363 866 819

Those Magnificent Men in Their Flying Machines

Saturday 4th July 2022

Eggesford Airfield

Last year's visit was memorable and we are lucky enough to have been invited again this year. As you may know we are producing a short video depicting "a year in the life of Devon Sevens" and our visit to Eggesford this year will hopefully, weather permitting" include some of the classic and vintage aeroplanes flying, this and our Sevens will provide some footage for this.



Tea and coffee will be available . Times tbc but likely to be 11am to 4pm.

If you interested in coming please contact Nick Borst-Smith registrar@devonsevens.com or 01363 866819

Eggesford Airfield is approx. 2 miles West of Eggesford Station on the A377

RHS Garden Rosemoor Classic and Vintage Weekend

RHS Rosemoor, Great Torrington, EX38 8PH

July 30 & 31 2022

We have been invited once again to this excellent show now in its 12th year. The event is held at the Arboretum Lawn on Lady Anne's side of the garden, which gives a beautiful backdrop to the cars.

This is a free to enter event for vehicles, which will provide you with entry to all of Rosemoor Garden for you and a guest. There will be an exhibitor's pop up beverages tent, where you will be able to enjoy free teas and coffees and separate portable toilets will be available just for exhibitors.



There is onsite overnight stays for those of you that have caravans, vans or mobile homes. There will be a professional security person on site for the Friday and Saturday.

Please Note that dogs are not allowed at Rosemoor.

All Devon Sevens entries are being collated by Nick Borst-Smith so please contact him for reservation details. registrar@devonsevens.co.uk or 01363 866819

No News, is Good News (*We're told*)

Have I gone up a notch? Well, most certainly not in the mechanical prowess department. I did however goad Jane Austin into life, back in November. We, that's myself, with the necessary precaution of press-ganging resident mechanic Rowland into the passenger seat, made it to the famous Dinnington Docks hostelry, just across the border, literally into deepest, darkest Somerset.

Sneaking in under the guise of being a Somerset Severn affiliate, proud of my very near 90 year-old steed, I joined a most august gathering of assorted vintage classics, almost all of whom predated poor old Jane.

For readers not from these 'ere parts – you'll never find this pub, it's well concealed, probably covered by the Official Secrets Act, and depending from where you start out, some of the approaches rival the infamous Porlock. Local enquiries of how to find it, invariably meet with the characteristic – *'Well, oi wouldn't start from wer you be to.'* To my knowledge the only major event at Dinnington, prior to the formation of the celebrated Dinnington Docks & Railway Company back along, was the construction of a Villa by the Romans* a good while ago.

NB. **When it was found (although it didn't know it was lost), it was soon covered over again!*

Looking forward to taking the RN back to Oxfordshire for the Centenary, where she languished for 4 years or so, following my significant altercation with a stone hedgebank, whilst working on the construction of the M5 motorway up at Cheltenham back in about 1969.

Don't think Rowland will be up for this jaunt, as I am having to make plans to set off shortly, but hoping to twist his arm again for a bit more major tweaking beforehand? I know he's an avid reader of DA7C News, and just to make sure, I will be sending him a hard copy.

I have it on very good authority, direct from Downing Street, that the world is coming right this year in time for the Centenary, so *let the Good Times Roll.*

Mike Moore - Chardstock



A magnificent 1920's Austin Heavy 12/4



1936 BSA 3-Wheeler



Jane Austin 1932 + Rowland

PUZZLE PAGE

by Julie Eddles

QUOTE BOX

Place letters from the columns into the blank squares directly below them in the correct order so that they spell out a quotation from *Miss Daisy's Diaries* by Pamela Hunt.

A	C	G		A	A	A	E	D		G	A	A	L	A			A
I	L	H		D	A	A	N	E	L	H	E	L	H	E	M	A	H
R	M	U	N	R	E	R	P	I	T	I	E	E	R	R	O	K	
	N	Y		T	R	R		S	W	Y	T	T	N	S	Y	W	
		L															
										S							
							R										
				H		P							W				

SPIRAL

Starting with 1, enter the first of the four letter words going clockwise towards the following number. The last letter of each word becomes the first letter of the next, creating one long chain of words in a spiral.

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

- | | |
|-----------------|-----------------|
| 1. Joint | 9. Record |
| 2. Issue | 10. Ready money |
| 3. Fling | 11. Brave man |
| 4. Let it stand | 12. Sign |
| 5. Stumble | 13. Eft |
| 6. An equal | 14. Quarrel |
| 7. Wheel track | 15. A defect |
| 8. Ground | 16. Droop |

WELL KNOWN SAYINGS

The vowels have been removed from these well known sayings, the spaces closed up, and the consonants grouped into fours, so that A STITCH IN TIME SAVES NINE would become STTC HNTM SVSN N. Can you work out the sayings?

1. JBWR THDN GSWR THDN GWLL
2. CTNS SPKL DRTH NWRD S
3. THRS NSCH TNGS FRLN CH
4. HPFR THBS TPRP RFRT HWRS T
5. THPN SMGH TRTH NTHS WRD
6. SYSW SSSL LYRP
7. DNTC NTYR CHCK NSBF RTHY RHTCH D

I have added 6 letters to 'Quote Box' to help you get started.

Answers can be found on page 19

Dauids Diary

In one way it seems a long time ago that I was writing the last 'David's Diary' but then I think, 'where have those 2 months gone!!' Anyway, here we are in 2022 and I am pleased to report that 'Mabel', our 4 seat Tourer is back on the road, but not without some more horrors having to be sorted out first.

Back in November, I was ready to re-fit the front axle, steering etc, having replaced the front spring and then to complete the job by fitting the radiator and bonnet. This was a bit delayed by a call from Nick asking if he and Steve Dace could come over to film the dismantled car for the Club Video that Steve is producing. That turned out to be a very interesting morning although it was a bit disappointing that Steve's Drone broke down so he was unable to fly it into the garage while filming!!! I can't wait to see the finished video.

While Steve was filming, I loosely fitted the radiator together with the bonnet stay and then the bonnet, just to give an idea of how simply the A7 goes together. After they left, I found that purely by chance, the fit of the bonnet was just about right, so I proceeded to tighten up all the bolts and stood back to admire my work. Pride comes before a fall, so they say, and I soon realised that I had not fitted the bottom hose and try as I might, I could not get it back on. Standing back with a cuppa, my choice was clear. Dismantle the radiator and upset the good fit or remove the dynamo & distributor and have to re-time the ignition. The dynamo came off and I will never know if that was the cause of my next problem, but I strongly suspect that it was.

Having fitted the bottom hose, replaced the dynamo and re-timed the ignition, I was ready for a test drive. The ignition timing needed a little adjustment, but on a rather cold & damp afternoon, just before Christmas, I set off for Torbay to collect some shopping. All went well until as I was driving out of the car park, there was a new, unhealthy noise from the engine. With heavy traffic, I was unable to stop for a while and the noise just got worse. I finally pulled over in a garage forecourt and tried to kid myself that it was the timing that was way out, so adjusted that, again, but there was no improvement and I had to continue home, slowly with everything crossed!!

Now I am not a great believer in coincidence, so to my mind, this noise had to be linked to the work I had recently done, and the only bit of the engine I had disturbed was the dynamo. My thought therefore was 'Timing Gears' which I knew had been a bit loose & noisy for a while. That of course meant that the whole front end had to be removed, again, disturbing that well fitted bonnet, which would probably have been the better route to fitting the bottom hose: Hindsight is such a wonderful thing!

Having taken the timing gear cover off, it was immediately obvious what had caused the noise. There were several large pieces of gear teeth and a pool of sludge which was a mixture of iron filings and oil in the housing. A replacement set of timing gears was clearly needed.



The amount of wear is clearly shown in the pictures on the next page and my guess is that the weakening of the gears together with the change in meshing created by the removal and replacement of the dynamo, caused the failure.

Continued on page 8

David's diary continued from page 7



While looking for replacements, I learnt that when the engines were first built, it was known that the machining of the crankcases was not always accurate, meaning that the distance between the crankshaft & camshaft was not the same in all engines. To ensure that the meshing of the timing gears was correct, each crankcase was stamped to show how far out of 'standard' it was, and the timing gears were also marked to match. My crankcase is marked '+1/2' which is 1/2 thou out, but the gears were '+2 1/2'



Now I don't know how significant this is, especially as the engine & gears have had so many years wear but it was interesting, well at least for me, or does that make me sound a bit sad?

Anyway, I was lucky enough to find a good set of gears, not '+1/2' but close and they fitted well and showed little wear. It was not the easiest job to remove the gears with the engine still in situ. The camshaft gear being particularly stubborn and I was careful not to damage the thread on the end of the camshaft with the puller I used. Fortunately it was the retaining nut that took most of the pressure and I was glad that I had left that in place whilst working on the gear. Refitting was made a lot easier when I found a suitable sized Whitworth box spanner for sale which fitted the retaining nuts for both gears as they are difficult, if not impossible to reach with ordinary spanners.

There now appear to be a few electrical gremlins to sort out, but for the time being, Mabel is back on the road and the engine is sounding a lot quieter - so far.

David Aylmore



Austin Seven Centenary Rally

Would members who have a confirmed booking for the Centenary Rally at Moreton in Marsh please send their details to Mike Gregson - contact details on the back page. When your committee are aware of who will be at the rally and when they hope to organise some Devon A7 Club activities during the week.

Our rescue and rebuilding of our engine

At the start of August I removed the tools and spares (including a large bottle of water) usually carried, to make room for luggage to go to North Devon for the Rosemoor car display. In fact we did not go due to the awful weather forecast for that weekend - not suitable conditions for an 89 year old car to be out in for 4 days.

On Saturday 21st August we took the Seven to Throwleigh Village Fête. On the return journey the engine developed a water leak just after we had passed the turning to Chagford, dashing our hopes to make it to Moretonhampstead, as the engine began to seriously overheat. The front core plug on the block had developed quite a leak, something which I could have fixed at the roadside, had I those spares and tools still on board.

We intended to ring the rescue service, but just then our club secretary David, returning from Eggesford Airfield, pulled up alongside and warned us that due to Covid rules, the car could be loaded but the occupants would not be able to ride in the cab with the driver. Very generously, he offered to escort us back. With the small amount of water from our drinking bottles we got to Moretonhampstead car park and toilets where further water topping up was done, aiming to top up again at the garage near Drumbridges roundabout. No luck, unbelievably the filling station was closed at about 5pm, so David suggested going on to his home. Well, we got right to the driveway before the engine just died of heat exhaustion. David then drove us home and on Sunday delivered the car to us.

It was several weeks before I started to dismantle and clean up the engine, starting with draining the sump where surprisingly there was very little water, but plenty of dirty oil. This was a great relief as at least the big end bearings had remained well lubricated. I cleaned and reattached the filter and sump tray put in some flushing oil and vigorously wound the starting handle for 20 minutes, before draining and removing the sump and filter again.

Next came removal of the cylinder head, this showed a layer of oily emulsion on all the pistons, which were cleaned up first with degreaser and then decarbonised. The block was removed and put separately on a bench for ease of access to the valve chest. The valves were removed next. First I attached a small powerful magnet to the base of the valve (photo 1) before compressing the spring pulling the magnet off then brought the cotter halves out with it and preventing them from escaping and disappearing in the back of the valve chest. New springs were used the photo 2 compares the old and new.

I also took the opportunity to reset the tappets cold at inlet 0.006in and 0.007in exhaust as recommended in the Austin Seven Companion book.

Standing the block on its end (photo 3) with the crankcase perched lower down on a workmate bench I put ring clamps (two of which were slices of plastic drainpipe held on by cable ties) on all the pistons, positioned them all halfway up their travel and with Julie's help slid the block over to the crankcase and then turned the flywheel to offer pistons 2 & 3 into their bores then sliding the block closer to get numbers 1 & 4 in place. For the bottom scraper rings it was easier to remove the clamps and clamp the rings with my fingers. Once done the whole was gently laid flat on the workmate and bolted together.

With it back on the chassis and reconnected to the gear box the cylinder head was fitted and bolted down without the plugs. I thought it easier to try and set the timing next. I always find top dead centre for number 1 piston by putting a thumb over the piston hole and by simultaneously winding the starting handle to feel the compression.

I was lucky, as with everything else fitted and connected, fresh flushing oil in the sump, water in the radiator, petrol tap opened, it sprang to life at the first press on the starter button, whereupon I left it ticking over gently for 30 minutes or so. Finally the flushing oil was drained out and the engine refilled with Comma SAE30 oil.

We want to record here our grateful thanks to David and Janet for their help.

Eddie Eddles



Where are they now & where were they then?

Michael Tabcart is trying to trace his 1931 box saloon Reg RT 7905 . He owned her during 1964 when he was an impecunious newly married student, and had to reluctantly sell when the money wouldn't stretch far enough. The car is on the DVLA register, taxed to April 2022 and last V5 issued in Dec 2020, so its out there somewhere, but unfortunately it is not on the A7CA Register, so no A7 Club link, please let Michael know if you have any information. (Contact details on the back page)

Steve Wise knows exactly where his car is now, but is trying to trace a bit of it's history. Here is his story:-

In September 2011, my father-in-law Alec was visiting from Kent and wanted to see his best friend Tony Lee, who had moved to Thurlestone. We drove over and while having a cup of tea I noticed that Tony had an Austin trophy in a cabinet. I said that I'd always wanted to own an Ulster. Tony didn't say much in reply but later offered a tour of the garden. In a large garage he had a Chummy and a low mileage Mercedes convertible that he had owned from new in the 1980s. He then opened a second garage to reveal his 1930 Austin 7 Ulster replica, saying it was mine if I gave him the £6,000 he had paid for it. As I didn't want to rip off a family friend, I said I thought it was too cheap and that we should check out the real value.

Later the next day, Tony called and said I was right about the price and asked how much I could go to. I said I thought it was worth more, but I could go to £10,000. He asked if I could go to £11,000 and it was agreed. He then told me that the guy at the club had offered £15,000 sight unseen. He told me that he really wanted me to have it, which was kind.

Sadly, Tony died last April. The car hadn't really been used much but I did manage to get it running and drove "Tony's" car behind the hearse.

Tony's widow rang last week and said that she had some bits and pieces related to the Austin. I went over today and picked them up. They included some photographs of the conversion, which Tony had told me had been done in 1985. He said that the car was already a replica, but most things had to be redone. I always thought that Tony had done the conversion himself, but the pictures show the car in a garage with other Austins. I really would like to know where the work was done, and I am hoping that a club member might be able to identify the garage. I think it is probably in Kent.



Tony is the guy in the plum jumper and light trousers. He was well know in Austin circles in Kent and brought my Ulster down to Devon when he retired. He did a couple of Riviera runs but not much else.

If you can help Steve please contact him on: s.r.wise@outlook.com

Help wanted with a long awaited, 1929 Chummy restoration

After 50+ years ownership and 30 years regular use with no more work than normal maintenance, I have decided get my 1929 Chummy back on the road next summer before I get older than the car. I laid her up about 20 years ago and not touched her since.

3 weeks ago I stripped and cleaned carb and distributor, new battery and fuel and drove her out of the garage. I expected no more but she was promptly christened Lazarus.

I have now removed radiator, wings front and back, running boards, doors, windscreen, seats, dashboard and all electrical wiring. It was original and had never let me down but was always dubious.



Last time Chummy on the road circa 1998



*Left:
Start of Chummy face lift 3 weeks ago*

*Right:
Dismantling continues. Rear wings and running boards now off as well. All now repaired, painted and ready to refit.*

This face lift has revealed a few issues which I hope other members may be able to advise on:

1. Battery box. My battery is located in a box under passenger seat, always awkward to access. There is an open rectangular cut-out under the rear seat nearside which looks as if it might have been the original site of the battery. Any advice?
2. Nickel plating. All nickel plating is stained on the upper surfaces and has not responded to any of the usual polishes. My original plan was to re-plate but the cost is high. Any advice on suitable polishes?
3. Aluminium corrosion. The body of a Chummy as you know is aluminium on an ash frame. There is classic corrosion of the aluminium in the area of the internal steel plate brackets at floor level forward of the doors and a few other spots. This is not a body off rebuild at this stage so any advice on arresting the corrosion and stabilising the metal would be welcome.
4. Essex A7 club has a very good article on rebuilding the oil pressure button. Easy when you know how! It all comes down to pig's bladders! Now, do I pipe into the rebuilt button or back to the dial which is a later change? Opinions?
5. I need a new silencer. Only supplier I have found, currently out of stock, wants £100 which seems a bit steep. Any other sources?
6. I am trying to get to grips with current lighting requirements. My plan is to add some modern safety changes. Do any members have experience of this?
7. I will replace all electrical wiring. Again, do any members have experience here?
8. A new hood looks like being an expensive item. Do any members have advice or contacts?
9. Good rattle from second gear when engaged while the car is up on blocks but silent when driven on the road. Comments?

I am also disposing of a quantity of spares and will be putting together a list for the next newsletter.

Peter Gregson (07747 826281 or email: peter@woodenships.co.uk)

A7 Fan Spoke Wheel



When I received an e-mail earlier this month with this photo, my initial thoughts were ' that's a nice period picture of a 1925 Chummy in the snow'. Then I looked a little closer at the wheels and was very confused.

A few days later, I met up with the grandson of the cars owner. Unfortunately, the car has not survived, but he had one of the original 'Fan Spoke Wheels' which had been left to him by his father and was keen to find out more information about the wheels. I was stumped, as I hadn't seen anything like it before.



Quentin, the grandson, then showed me some more pictures of the car & wheel, some of which had notes written on them which indicate that the wheel had been developed to distort when driven over bumps, presumably to improve ride comfort. Quentin was able to identify the person sat in the rear seat as his Grandfather, Dennis Milner of London, who he knew to have been an amateur engineer.

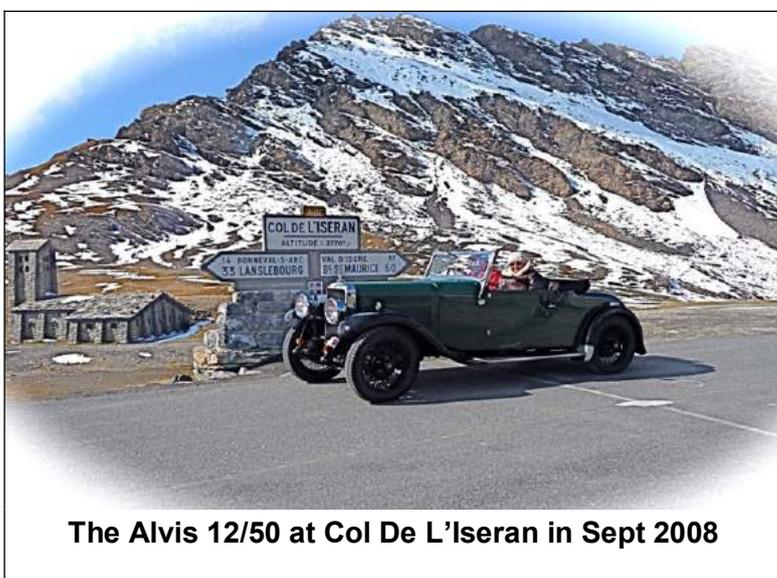
Interestingly, the one wheel that has survived, still has the original tyre with the XII paint mark still visible.

I find this quite fascinating, and if anyone can shed any more light on this rather intriguing development, please let me know.

David Aylmore.

Climbing to the Top by Ian and Jennie Jones

Some of our 'older' members may recall the adventure Jennie and I had back in 2008 driving the Route de Grand Alps in our 1932 Alvis 12/50. This famous route in France runs from Thonon Les Bains on the southern shore of Lake Geneva over the Haute Alpes to the Mediterranean Coast near Nice. It was built initially to provide access for the French Army to defend their country from the Italians but in Edwardian times was developed to provide a tourist route over some of the highest mountain passes in the Alpes. One of the early highlights of our trip was climbing the Col de L'Iseran at an altitude of 2764m. At the time we thought that was the highest paved road in the Alpes but later learned that further south, very close to the Italian border, was a higher and much more challenging pass – the Col de Bonnette. Our route over numerous other passes took us to Guillestre from where the plan was to deviate a little to climb the Col de Bonette. I had however decided it was to be day for fixing several problems that had arisen with the Alvis. The organiser of the trip, David Thompson of Old Lane Adventures, an expert on Alpine motoring, was concerned that recent snow and heavy rain may have blocked or compromised the climb. He set off early in his 1934 Talbot 105 Alpine on a reconnaissance trip and on his return declared the Col de Bonnette should not be attempted as there was ice and snow plus debris on the road. He said driving with only a few blades of grass between the narrow slippery road and huge drops was not recommended. We were disappointed but decided that someday in the future we would return to attempt the climb. That was 14 years ago but the desire to climb the



The Alvis 12/50 at Col De L'Iseran in Sept 2008

Col de Bonnette was still alive. Earlier this year (2021) as Covid restriction started to ease; David invited us to join him and others for another Alpine Adventure he was organising. As our Alvis had lain forgotten for nearly 3 years whilst we built our new eco house and was now 90 years old and with us on board the total age would be 255 years of wear and tear, it was easy to decline his invitation but the desire to climb the Col De Bonnette was still there. After lengthy deliberations and with approval and encouragement from our children and following a very pleasant lunch on the patio with plenty of Rose wine in the sunshine, I dared to ask Jennie if she would like us to join the group in the Alvis. To my amazement she agreed!!!!

I now had some serious work to do. The Alvis was keen to start after such a long period of neglect but required new Firestone tyres, a complete respray of the bonnet a new hood, a full service and a multitude of smaller jobs including a USB charging point for a satnav.

David's original route went through France to Germany then on to Austria and Italy but with increasing difficulties with border crossing due to Covid, he decided that we would use Plan B and only visit France. There would be 4 hotel stop-overs in France, the first about 60 miles to the east of Reims, then on to Aix el Bains followed by Barcelonnette and finishing at Taillores on Lake Annecy. There would then be a 2 day drive to take us back to Ouistreham for the ferry. On reflection it was clear it would be too challenging for the Alvis and its ageing crew to cover such distances whilst also avoiding night driving, so we decided to take the Alvis by trailer to each hotel stop-over and then unload to explore the cols in that area.

Work then proceeded at a pace to get things organised including who will care for Boris the dog and Laura Lee, Jennie's horse, all the time worrying if further Covid regulations would be introduced and ruin it all.

With everything more or less ready on **September 15th** we set off to Portsmouth Ferry Port where to our surprise there were no Covid checks at all!

Miles today 164



Continued on page 14

Continued from page 13

September 16th -We arrived at Ouistreham port early in the morning to be greeted by dense fog. Taking a route well north of Paris we crossed the Seine by the spectacular bridge near Le Havre and made good progress eastwards to our first hotel - the Le Tulipier, situated in the middle of a wood about 60 miles due east of Reims. This delightful hotel is about 2.5 hours south of Calais and is used by many car clubs traveling down to the Alps. They have a fine display of rally plaques in the entrance lobby. After meeting others in the group we enjoyed a glass or 2 and superb French cuisine for dinner

Today 309 miles.

September 17th. Up early to bright sunshine and we set off south towards the mountains. The suggested route used mainly minor roads but in view of the size and length of our 'rig' we decided to use the motorway system towards Lyon and pay the tolls. By evening time were we heading east across the southern end of the Jura Mountains and used the long tunnel to Lac du Bourget where we followed the shore to our second hotel in Aix el Bains. Several other teams from Holland, Germany and UK were already there waiting for us to arrive so that we could all dine together.

Miles today 369.

September 18th. Several interesting mountain drives were suggested in our route book for today but we had decided to put the Alvis to work and travel alone to meet our son and family at La Clusaz near the Col de Aravis at 1486m, this being halfway between his home in Morzine and our hotel. We had visited this Col before when driving the Route de Grande Alps but this time would approach from Lake Annecy. The Alvis started readily but traffic was heavily congested in Annecy due to an extensive scheme to turn most of the lakeside roads into cycle paths! We were relieved to reach the mountains and climbed up via Thones on a wide and pleasant route to our meeting point. No problems for the Alvis on that climb and it was a great

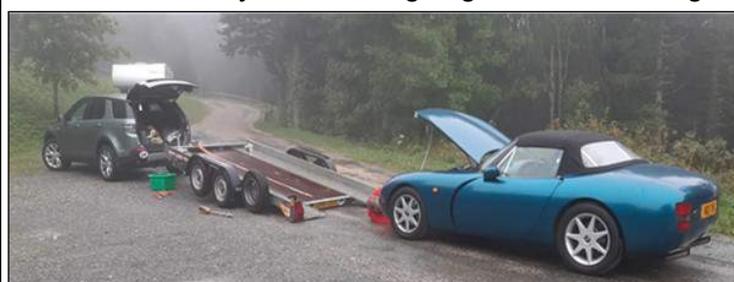


Our Grandsons in the dickie seat at Clusaz

pleasure to meet our family members again after nearly 2 years due to Covid restrictions. Lunch at this altitude in the sunshine was a delight and our grandsons thoroughly enjoyed the ride back down the pass in the dickie seat. They were so impressed that everyone smiled and waved to them as we drove by – just like they do to Austin 7s! The drive back to Aix el Bains was uneventful but on our return to the hotel we learned that one of the group had to abandon his TVR Griffith at the top of a nearby pass as the immobiliser had completely shut everything down! Never get that problem in an Austin 7 or indeed an Alvis.

110 miles in the Alvis today

September 19th. We had offered to take the trailer to try and recover the abandoned TVR from the top of Col de Chat today - this was going to be a challenge especially as it was foggy and pouring with rain. The



quite short nearby col has 14 very tight hairpins and a steep gradient. At the top, 1540m, we were told that the view was spectacular but we saw nothing! Loading the TVR in the rain was tricky as there were no towing points and it was very low to the ground and also, when on the trailer, it was impossible to open the doors to put the hand brake on or close the windows! The good news was that there was a very

cosy café nearby and coffee, cake and a very friendly collie dog were most welcome before we set off back down to Aix el Bains to our hotel.

About 80 miles today

September 20th. Was bright and sunny when we arose and today's route was to take us to Barcelonnette. Rather than use the recommended cross country route, we again decided to head south by motorway to Grenoble then east to Gap and on to Barcelonnette passing the Lac de Serre- Ponoc in the l'Ubaye valley where the scenery is stunning. We made good progress as the road was wide, mainly level and in good condition. Barcelonnette is our favourite town in the Alpes and not just because seven mountain passes lead up into the surrounding mountains, but because it is unique in many ways. Most towns in the Alpes have ancient buildings, churches and occasionally castles, all often in need of renovation and some tlc, such as at Colmars. Barcelonnette however is completely different with many large elegant houses set in their own grounds with gardens and impressive iron gates. Most unusual is that most of the streets are laid out in grid formation.

Continued on page 15

Continued from page 14



The architecture appears quite unique with many details that would be more at home in Mexico rather than France and our hotel was named the Hotel Spa Azteca. Very Mexican. We learned that life in Barcelonnette in the 19th century was very hard with many conflicts and disputes and little opportunity for work and prosperity. Three young men from the town decided to immigrate to Mexico hoping for a safer, more prosperous and peaceful life. They set up businesses in the textile industry, retail, and manufacturing and achieved considerable success and wealth. This encouraged others to follow to make their fortunes. Many of them achieved success and some returned to their homeland and built the large beautiful houses, gardens, streets and squares that are still there today.

For a change we were the first of the group to arrive and managed to find parking for our two cars and trailer and explore the cafes and bars in the delightful town square until the others arrived. The group was now complete with 2 Talbot 105s, a Talbot 110, a Jag

XK 120, the recovered TVR, a 500 SL Mercedes and our Alvis. A good selection of fine cars and very friendly crews from 5 different countries.

Today 160 miles

Part 2 of Ian and Jennie's trip will appear in your March issue of 'Devon Sevens'.

FBHVC Matters



Carbon Balancing Scheme

Historic vehicle owners and event organisers can now continue their enjoyment of transport heritage, whilst playing their part to protect the environment, through a new carbon balancing initiative from the FBHVC delivered in partnership with Tree-V.

The scheme, launched on 15 December 2021, offers individuals, clubs and those organising events within the historic vehicle community a quick and convenient way to carbon balance their emissions thanks to the planting of new woodland, using native species, here in the UK.

The carbon footprint of the average historic vehicle is already very low, the historic vehicle community accounting for less than 0.25% of the total miles travelled on UK roads. Furthermore, the manufacturing footprint of the vehicle has been spread over so many years, that it has paid its dues in terms of the emissions and energy required to produce it.

The FBHVC has partnered with Tree-V to tailor bespoke packages for Federation members. The scheme provides a pricing structure that covers all the vehicle categories in the FBHVC family, in bands that reflect each vehicle type's average usage. Tree-V are partnered with Forest Carbon, who have planted over 13 million trees, are certified by the Woodland Carbon Code which, in turn, is supported by the UK government and internationally recognised by ICROA (International Carbon Reduction and Offset Alliance).

The team at Tree-V are also a perfect fit because they are all historic vehicle enthusiasts. In fact, the scheme was born out of their passion for their Morris Minor named Myrtle!

To carbon balance historic vehicle mileage, owners can simply head to <https://trees.fbhvc.co.uk>, select their vehicle type and select how many miles they do a year. It couldn't be easier. For example, a historic car can be balanced for as little as £20 per year. Once the transaction is complete, the historic vehicle owner receives a pack through the post from Tree-V containing information on how the money is being used and a sticker for the vehicle to show that its mileage for that year has been carbon balanced. Each year, new coloured and date stamped stickers will be released to keep carbon offsetting up to date.

For events, organisers can contact the FBHVC and Tree-V to have a bespoke package tailored for their specific event by filling in the event organisers application form at <https://trees.fbhvc.co.uk>.

John Turley, FBHVC Rep

New Members

We welcome two new members to the DA7C this month, and with a few events appearing on the calendar, we hope to see them, and their Sevens, out and about very soon.

Jon Walker-Morecroft lives in Bampton and owns 1937 Open Road Tourer in blue and black.

Douglas and Stephanie Whittlestone live in Brayford and own two Sevens - a 1931 AF Tourer in red and black and a 1932 RN Saloon in blue and black.

The Tourer was first registered in Dawlish but spent much of its life in London and the South East before being repatriated to Devon. The Saloon has had a later Ruby engine, 4 speed fitted since the 1960s, and is a relatively recent acquisition for Douglas and Stephanie.

These photos of the AF Tourer were taken out and about on family picnics during the last couple of years.



PETROL

I have been trying to work out what the major petrol companies are providing in the way of E5 fuel. It seems that most of them do under a variety of names.

ESSO

Synergy Supreme +99 is ethanol free except for technical reasons in Devon, Cornwall, N.Wales, N.England and Scotland where it contains up to 5% ethanol.

Legislation requires E5 labels on all pumps which dispense up to 5% ethanol including those which contain no ethanol.

Shell

Shell sells E5 under the name of Shell V Power the company's 'protective grade.'

BP

BP sells E5 as BP Ultimate Unleaded 'with ACTIVE technology.'

Texaco

Texaco Supreme Unleaded is their E5 petrol. Should be labelled E5 on the pump.

TESCO says 90% of its stations will sell E5.

ASDA no longer sell E5

Sainsburys continues to sell E5

I have not been as yet able to visit petrol stations in my region to see if they do sell E5 as the companies opine. It may be that smaller petrol stations with limited capacity will just have E10.

Viv Gale

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

1937 A7 Ruby. Drives well and is in good overall condition. Interior appears to be original. Engine & Chassis numbers show it is likely to be the original engine. Will have full mechanical check and 2 new tyres prior to sale. Can be viewed at the Moretonhampstead Motor Museum

£6,500 ono.

Contact Frank on 07773 554257 for more details



For Sale

Four copies of Pitman's '**The Book of the Austin Seven and Eight**'.

Two copies are well used and priced at **£11.00 and £12.00**.

The third is very clean with only a minor thumb print, priced at **£15.00**.

The fourth is in almost mint condition, complete with dust cover and priced at **£17.00**. (All plus P/P).

Please contact Ken Hickman - details on back page.

Wanted

Usable 4.00 x 17 tyres

Ignition switch (circa 1937)

Any part of the back seat of a 1937 Ruby

Please contact Alan on 01803 882264

Wanted

Sports front spring, flat or 1" camber.

Please 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.

2022 Events

Club Events

- Monday Feb. 21st** Club Zoom Meeting, see page 3 for details.
- Sunday Feb. 27th** Sunday Saunter, see page 3 for full details.
- Sunday March 20th** AGM – Spreyton followed by Sunday Lunch at Tom Cobley. (See page 3 for details.)
- Sunday April 24th** Drive it Day – Details of a Devon run to follow next month
- Sunday May 22nd** DVCC Autojumble – Contact David Aylmore for details
- Sunday June 19th** Summer Drive Out, see page 4 for details, or contact Nick Borst-Smith.
- Saturday July 4th** Visit to Eggesford Airfield, details on page 4 or contact Nick Borst-Smith.
- Sat/Sun July 9th & 10th** Historic Vehicle Gathering, Powderham. Booking information not yet available.
- Tues/Sun July 19th to 24th** A7 Centenary Rally. Moreton-in-Marsh, Gloucestershire. Members who have a confirmed booking please notify Mike Gregson (details on back page)
- Sat/Sun July 30th & 31st** Rosemoor Vintage Weekend. Details on page 4, entry forms to Nick Borst-Smith
- Friday/Sunday Aug. 5th to 7th** Torbay Steam Fair. Booking information not yet available..
- Tuesday Sept. 13th** Widecombe Fair, details to follow or contact David Aylmore (details on back page)
- Saturday Sept. 7th** Sidmouth Classic Car Show Entry forms not yet available.

Other Events

- Sat June 4th June.** Classic Vehicle Gathering to celebrate the Platinum Jubilee. Joint display at The Lawns, Dawlish & The Den, Teignmouth Contact Angie Weatherhead, Events, Projects and Tourism Officer. Tel: 01626 863388 / 07584 052306
e-mail Projects@dawlish.gov.uk for more details. Entry form also available from secretary@devonsevens.co.uk
- Sun June 12th** Lynmouth Valley Classic Car Show. Contact lynvalleyclassic@gmail.com or see www.lynvalleyclassic.co.uk for full details and an entry form.
- Sun July 3rd** Beaulieu A7 National Rally. Entry forms should be available shortly on the Pre-War A7 Club website. www.pwa7c.co.uk
- Sat/Sun July 2nd & 3rd** Chickerell Steam & Vintage Show. Contact e-mail – info@chickerellsteamshow.uk or look at www.chickerellsteamshow.uk for full details
- Sunday July 17th** Dawlish Classic Vehicle Gathering, The Lawns, Dawlish. Contact Angie Weatherhead, Events, Projects and Tourism Officer. Tel: 01626 863388 / 07584 052306
e-mail Projects@dawlish.gov.uk for more details.
Entry form also available from secretary@devonsevens.co.uk

March 2022 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 16th February 2022** and the newsletter will be distributed on or before **Wednesday 23rd 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.

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.

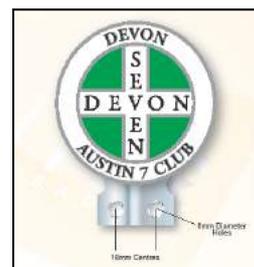
Cost is £3.50 (plus 50p postage)

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.



Answers to puzzles on page 6

QUOTE BOX: All three gather around and stare at my rear wheels, which are still smoking happily away.

SPIRAL

1. Knee 2. Emit 3. Toss 4. Stet 5. Trip 6. Peer 7. Rail 8. Land 9. Disc 10. Cash 11. Hero 12. Omen 13. Newt 14. Tiff 15. Flaw 16. Wilt

WELL KNOWN SAYINGS:

1. A JOB WORTH DOING IS WORTH DOING WELL
2. ACTIONS SPEAK LOUDER THAN WORDS
3. THERE'S NO SUCH THING AS A FREE LUNCH
4. HOPE FOR THE BEST. PREPARE FOR THE WORST
5. THE PEN IS MIGHTIER THAN THE SWORD
6. AS YOU SOW SO SHALL YOU REAP.
7. DON'T COUNT YOUR CHICKENS BEFORE THEY'RE HATCHED.

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

Secretary, Membership Secretary & DVLA Rep.

David Aylmore
Corner Cottage
Ideford
Newton Abbot,
TQ13 0BG

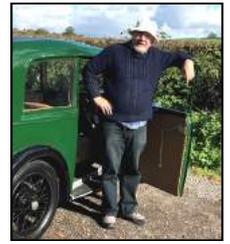


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E-Mail: secretary@devonsevens.co.uk
membership@devonsevens.co.uk

Treasurer:

Ian Mould
The Shieling
Pound Hill
Holcombe Rogus
Wellington TA21 0PJ



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Waterhouse Barn
Coddiford Hill
Cheriton Fitzpaine
EX17 4BD



Tel: 01363 866 819

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