



Devon Sevens

November 2023

Newsletter for

Issue 166

The Devon A7 Club

**SUNDAY
29th OCTOBER**

The poster features a photograph of two vintage cars, a dark green one and a maroon one, parked in front of a white building with a perforated metal fence. The building has a sign that reads 'THE STEAMER COFFEE HOUSE & KITCHEN AT RE:FUEL'. The text on the poster is as follows:

SUNDAY 29TH OCTOBER

**VINTAGE CARS
FOR YOUNG
DRIVERS**

@ RE:FUEL

FIVE BRIDGES, WILLAND RD, CULLOMPTON,
EX15 1QP

**IN PARTNERSHIP
WITH DEVON SEVENS**

This exciting new event is being run by Re:Fuel in partnership with the Devon Austin 7 Club. See page 4 for full details.

Chairman's Chat

Its always difficult to know which spares to carry with you when you go on a run in your Austin Seven. So it is with touring caravans, especially as keeping weight to the specified load is very important.

If you have had experience of touring caravans you will know that in general they are not that well constructed and being able to undertake repairs whilst on the move is a useful skill.

So it was with our van as we began our annual trip to Spain this September. We were only a few miles from home when I saw in my rear view mirror that one of the caravan corner legs was drooping down and scraping the road. This is when that universal repair spare came to the fore . Wire! A coil of thin wire with which I was able to secure the leg back up to the chassis and off we went. And that's my first go to spare when I pack the car or the caravan. A coil of wire.

The repair lasted the 1500 miles of our holiday and I repaired the leg properly on my return to paraphrase the late Spike Milligan 'Rope is thicker but wire is quicker.'

If you are one of those people who ran old cars on a budget or no budget many years ago you may remember how important wire was when you repaired you silencer with a baked bean can tied on with wire. Some say those were 'Happy Days' but I am so glad that now I can go out and buy a new part and leave the baked beans in the kitchen.

If you have a 'wire saved the day' story please send it to Janet for inclusion in the Newsletter.



My 'Saved the Day' wire.

I am pleased to see that the Club is making an effort with Re Fuel to attract young people to the Austin Seven world. Even if they cannot afford a Seven they may encourage their parents to do so. You could buy a reasonable Austin Seven for £5 to £10 when I was a teenager and many of us had one, it was affordable transport, but with prices of £5000 upwards its not so easy for today's young people.

Viv Gale



Secs Notes

I would like to start this month with registering my thanks to Joe Rowing for his help and support whilst serving on the committee. Joe has, unfortunately, found that his work and family commitments do not allow sufficient time for him to continue as a committee member or as our Membership Secretary. However, I am pleased to say that he will remain an active member and will still be there for us when we need help and advice with IT technical support.



Our next event, and in my eyes one of the most important ones that we have organised, is **"Vintage Cars For Young Drivers"** on Sunday 29th October and full details are on page 4.

With the support of Dan Regan and the team at Re-Fuel S.W. we hope that this will be the first of many initiatives to try to spread the Austin 7 word to a new and wider audience. You can support us in two ways – firstly, if you know of a 'young' person who has an interest in vintage cars, then why not bring them along. I should perhaps clarify that 'young' is a relative term and could cover anyone from 6 to 60!! Basically anyone who is interested in finding out more about vintage cars and having a 'hands on' experience will be welcome.

Secondly, why not bring your own A7 along to add to the display of cars for people to look at. If your A7 is laid up or you don't fancy the drive, come along in your modern car. As an A7 owner, your experiences will undoubtedly be of interest to anyone looking to take that first step into vintage car ownership, and in any event, **The Steamer** at Re-Fuel serve up very good coffee and cake!!!

With the onset of Autumn, we should be looking at the possibility of some 'Sunday Saunters' but as yet, have nothing in the diary. So, if you know of a suitable venue that serve a good Sunday lunch and can accommodate a group of A7 owners, please let me know.

Happy Austineering

David

FBHVC Matters

David Moseley & Sons Ltd

Your Austin Seven may have had Moseley 'Float on Air' in their seats, being blow-up rubber tubes connected in a zig-zag pattern to provide the cushioning. I would be surprised if any had survived as those in my Ruby, some fifty years ago, were perished and had to be binned. However, it appears that Moseley also made other useful products, as noted in the following extract from the FBHVC News...

Security of your car is an ongoing problem. Do you ever think about your own security and safety? In the magazine of the Colchester Vintage Motor Club, they include a fascinating advertisement from The Autocar of September 23rd 1932. It's for the Moseley rubber truncheon: "lays a man out without mess". Moseley was a firm that was already well established in the motoring world with Cresta tyres and, very familiar with vintage car owners, their 'float on air pneumatic upholstery, for safety and comfort'. I wonder how many truncheons they sold to motorists.



John Turley, FBHVC Rep



With the automotive industry constantly changing it's more important than ever to get the younger generations involved with vintage cars.

On Sunday the 29th of October we are proud to be hosting the first ever Re:Fuel event of its kind... Vintage Cars for Young Drivers in partnership with the Devon Austin 7 Club!

The day itself will be full of a variety of fun activities both indoors and outdoors. Such activities have been created to provide young people with the hands on experience with vintage cars that they won't find anywhere else!

Activities include getting hands on with a real Austin engine with the help and guidance from experienced enthusiasts, as well as the opportunity to drive an Austin 7 around a closed circuit, even if you are below the legal driving age.

Whether you're a young adult looking to grow your own interest in vintage cars or even a mature adult looking to teach your children or grandchildren about the good ol' days of motoring make sure to come along.

The event will take place on **Sunday the 29th of October from 09:00 - 15:00** at Re:Fuel, Five Bridges, Willand Road, Cullompton, EX15 1QP.



Zoom Club Night

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

Monday 20th November at 7pm

The Zoom link will be sent out by e-mail during the week preceding the meeting.





FBHVC Matters

Laying up your historic vehicle for the winter – Fuel issues

As autumn is here, it may be time to start thinking about laying up your vehicle for the winter period. With respect to fuel systems, there are a number of different views on how best to ensure your car is protected and will be in fine fettle for next year's activities. This article endeavours to highlight the key issues and makes appropriate recommendations to help protect your car.

Corrosion

With the blending of 5% and 10% ethanol into road fuels, ethanol induced corrosion is an added concern. Ethanol is slightly acidic and when combined with water can promote corrosion in fuel systems. It is therefore important that every effort is made to prevent water ingress and keep fuel systems dry. The ethanol in petrol will naturally mop up low levels of water continuously but this can drop out when levels become too high, or temperatures fall. An aftermarket corrosion inhibitor additive in the petrol can provide additional protection to the fuel system.

Elastomers

Elastomer materials used for pipes and seals typically swell slightly when in contact with petrol and are generally best kept wet with fuel to avoid shrinking and cracking as they dry out completely. Draining the fuel system is therefore not recommended unless you plan to work on it during the lay-up. The winter lay-up is also a good time to check the condition of all the fuel system pipes for signs of ageing such as hardening and cracking, particularly now that petrol contains ethanol.

Fuel oxidation and loss of volatile fuel components through evaporation

Modern petrol is very stable and BSEN228 petrol can be stored for up to 6 months without any issues, provided it is stored in a cool place in a sealed can to prevent vapour loss. To minimize exposure to air and the build-up of condensation from natural vehicle fuel tank breathing with temperature changes, it is recommended that fuel tanks are kept 2/3 to 3/4 full. This helps to minimize any fuel tank wall condensation and allows for a top up with some fresh fuel after the lay-up to restore some of the lost volatility and aid starting.

Restarting after the lay-up

Check the fuel system thoroughly to ensure that all the flexible pipes are in good condition with no signs of cracking or swelling. Top up the fuel tank with fresh fuel to restore the volatility. Start the vehicle and immediately check for fuel leaks, particularly around the carburettor and engine bay. It is not unusual for flexible pipes that have not been wet with fuel to shrink and leak when exposed to fuel again.

John Turley, FBHVC Rep

PUZZLE PAGE

by Julie Eddles

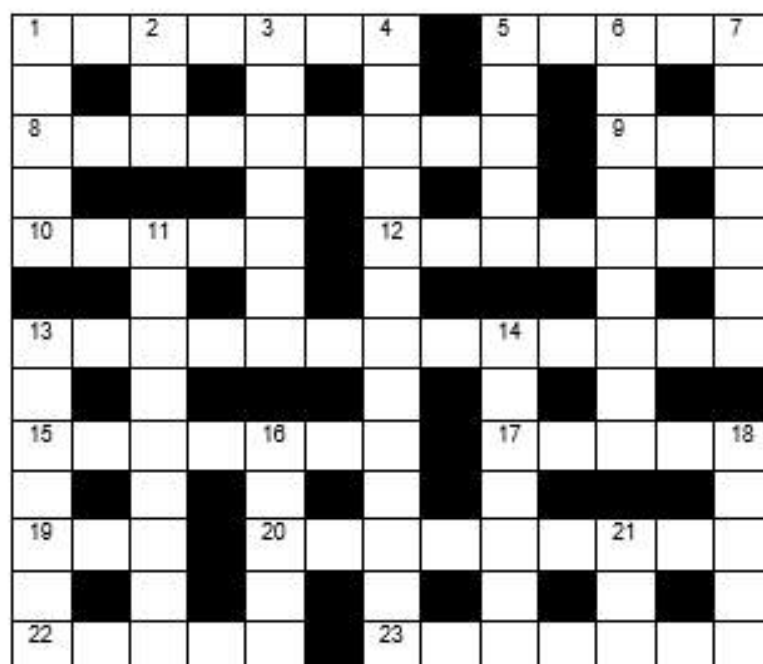
QUICK CROSSWORD

ACROSS

1. Pastoral (7)
5. Snake (5)
8. A quarter day (9)
9. Poem (3)
10. Lazed (5)
12. Eschewed (7)
13. Crane fly (5,4,4)
15. Spanish artist (7)
17. Group of nine (5)
19. Conceit (3)
20. Wipe out (9)
22. Support (5)
23. Playhouse (7)

DOWN

1. Disney character (5)
2. Boy (3)
3. Washing (7)
4. Bell ringer (13)
5. Shipped goods (5)
6. Vegetable (9)
7. Schedules (7)



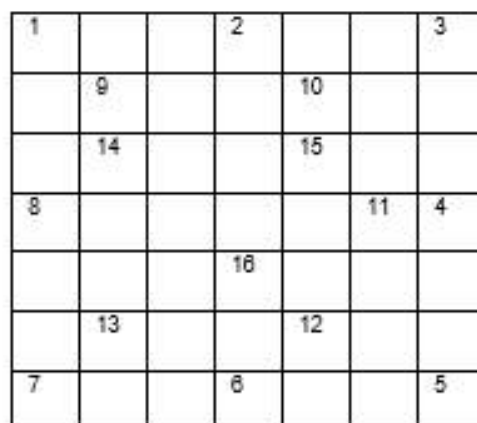
11. Absurd (9)
13. Reduce (7)
14. Real (7)

16. Magic curse (5)
18. Topic (5)
21. Skill (3)

ANAGRAM WORD SPIRAL

Starting with 1, enter the first of the 4 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. The clues are all anagrams.

- | | |
|---------|----------|
| 1. Draw | 9. Sate |
| 2. Read | 10. Sots |
| 3. Mare | 11. Spin |
| 4. Dame | 12. Shop |
| 5. Lean | 13. Hare |
| 6. Went | 14. Earl |
| 7. Rate | 15. Zeal |
| 8. Sire | 16. Time |



QUADRUPLES

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

- | | | | | |
|-------------|-----------------|-------------------|------------------|-----------------|
| 1. BANNOCK | (a) small hill | (b) a flag | (c) oatmeal cake | (d) small hen |
| 2. IGNOBLE | (a) illustrious | (b) flammable | (c) tethered | (d) worthless |
| 3. LAITY | (a) non clergy | (b) humour | (c) idleness | (d) frill |
| 4. TUMBREL | (a) acrobat | (b) a clump | (c) a pleat | (d) old cart |
| 5. DIURNAL | (a) apart | (b) the same | (c) daily | (d) twilight |
| 6. PEIGNOIR | (a) monocle | (b) dressing gown | (c) painting | (d) black grape |

See page 16 for the answers

Longcase Workshop Regulator

We all know Guy Butcher for his epic drive across America, but he clearly has other talents..... in a recent email to David, Guy casually mentioned that for several years, he has been building a 'longcase workshop regulator'. David replied with the question - "What is a longcase workshop regulator?" This is Guy's reply:

A 'Workshop Regulator' was the clock in a watch and clock makers workshop that he/she used to set up/adjust the clocks repaired in the shop. When well made, it is capable of a 2 secs a month accuracy.

The story behind the clock goes a bit like this:

As a teenager my parents took us on a summer holiday to a farm in Somerset, near Shepton Mallet. The shop had belonged to my mother's great grandfather (J Cuzner). Upon the wall, behind the counter, there hung a Workshop Regulator engraved: J Cuzner, Shepton Mallet. I thought, as only a teenager can, that if one of my ancestors could make a clock; then so, perhaps could I.

We now know that J Cuzner did not make the clock, which was made by Dents in London, who made the mechanism for Big Ben.

On our return from the American adventure, I really needed a challenge. The idea of making a clock seemed like a good one - and so the plan was hatched. The first clock I made worked but I (and others) could not get it to run reliably. Subsequently I met a Horologist when buying some dust extraction equipment to use in the woodworking shop. Phil Haste, who has 'taken me under his wing' and helped me manufacture this version of the clock.

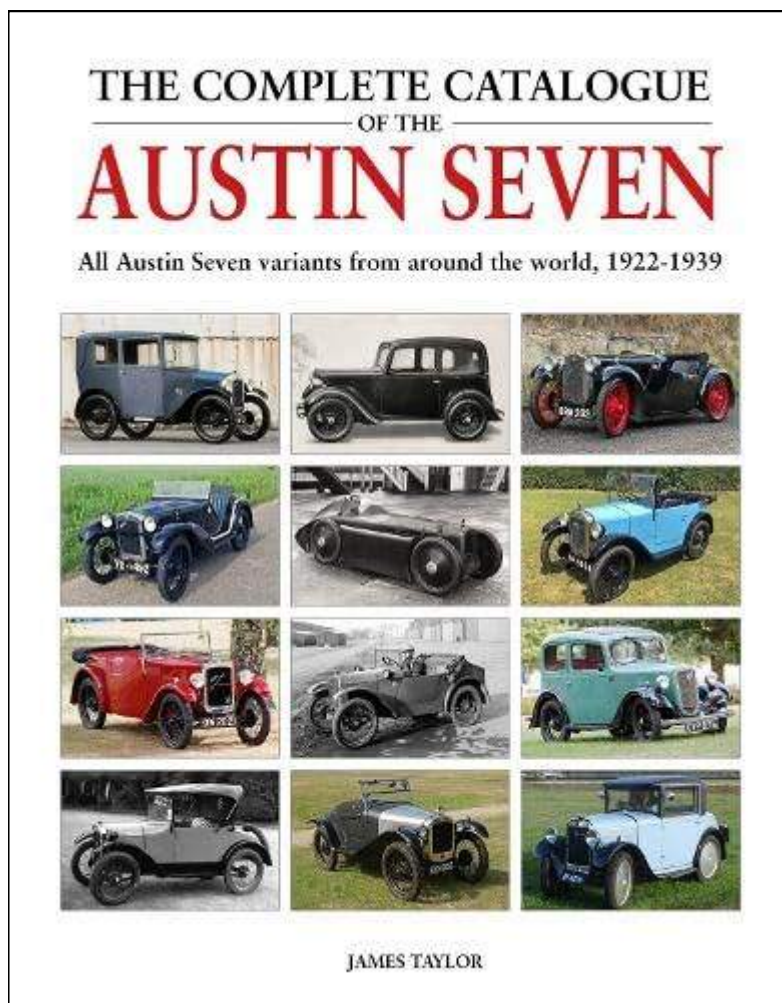
The cabinet is constructed in Sycamore and Walnut, to an arch top design, but that's a whole other story.



Guy Butcher



Book Review - The Complete Catalogue of the Austin Seven.



I have been sent a review copy of this new book by James Taylor and published by Herridge & Sons of Beaworthy, Devon.

James Taylor is the author of several dozen books on motoring history, for a number of different publishers. An expert on the post-war British motor industry, he has a special interest in the products of the Rover car company and is a former editor of Land Rover Enthusiast magazine.

The book aims to give easy access to the key features of each variant of Austin Seven. It follows the vehicles' evolution from its 1922 origins to 1939 when the last Seven was built.

I have had a quick look through and would describe it as a very attractive 'Coffee Table' book rather than an A7 reference book. There are some lovely photos and a write up on all the various Austin Seven models and derivatives.

I am not in a position to be able to verify many of the facts and figures which have been included, but looking at some of the information about the models I own, I do have some questions about their accuracy.

Nevertheless, with Christmas around the corner, it is a book worth considering.

Signed copies will be available for £30 inc. UK postage direct from the publishers website www.herridgeandsons.com or telephone 01409 281990

David Aylmore.

Note - If I remember, I'll bring my copy along to Re-Fuel on the 29th if you would like to have a look

Out and About



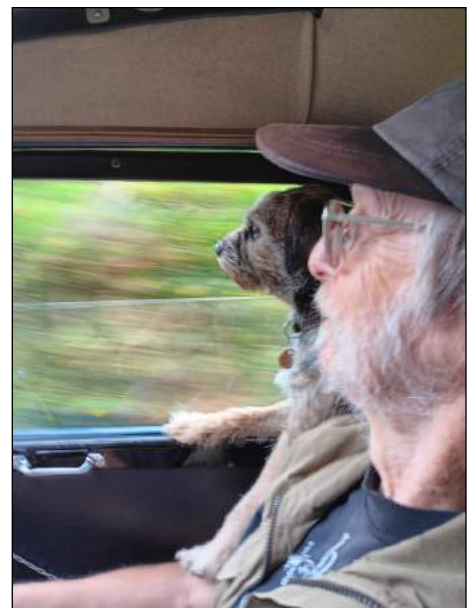
Michael Tabcart and Max have been out for lunch at the Wheelwright in Colyford .

and below ...

Just the top of Max's head peeking out and watching Michael taking a piccy at the 'Diggers Rest' where they had gone for their monthly 'Noggin' with Michael's Morris Register chums.



One lonely Seven at the Somerset Seveners recent gathering at the Lamb and Lion at Hambridge.



Pete Gilbert and Hovis have taken Dotty on her travels enjoying out beautiful Devon countryside.

Dauids Diary

This has been another busy A7 month with all 3 cars getting some attention. I drove our Milk Delivery Car over to Sidmouth for the show on the 23rd Sept and, as has become the norm, I met up with several other members at Barry and Marion Sangster's house for coffee and croissants before driving the short distance to the showground in convoy. I would like to record my thanks to Barry and Marion for their hospitality. It really does make a lovely start to the day and ensures that the A7s are all parked up together at the show. As is usual for Sidmouth, the weather stayed fine, and there was the usual high level of interest in the cars. Ernie went well on the drive to and from the show, although I have noticed lately that the steering tends to get stiff when turned onto full lock. I understand this is a symptom of wear in the steering box, so that is something to add to the 'To Do' list for the winter.



Some progress has been made on the RP restoration project with both new Ash Cant Rails now in place and the N/S roof re-aligned to match the O/S. It will be another month or so before my friendly welder who is sorting out the bodywork can restart so I will have time to get a few more minor jobs done before the car returns to his workshop hopefully early in December.

Most of our A7 time has been spent with Mabel, the 1934 AH Tourer. As I wrote last month, we made a start on a drive around the S.W. Coast in mid September but due to the bad weather and lack of time, had to come home before finishing the trip. The coastal lanes through the S. Hams had proved to be very rough and on our last day I became aware of the whole windscreen being loose. Closer inspection revealed that all 6 bolts holding the screen pillars to the body had shaken loose. This followed a rather scary find the previous day when quite by chance, I looked closely at the front axle to find one of the nuts attaching the radius arm was only finger tight!!! Just goes to show how essential it is to do a daily visual inspection.

Back home and while waiting for a clear week in our diary and a break in the weather, I used Mabel for a few local trips and then took her to Mayfield School in Torquay where our youngest daughter Nicola teaches. Mayfield specialises in children with special educational needs and with 'Transport' as a topic this term Nicola thought that a comparison of new and old might be interesting. The children loved it and Mabel even attracted attention from children and staff in other classes. A really lovely hour was enjoyed by all, and I came away feeling that sort of visit was just what we should be doing with our cars. I had hoped to have some pictures to show, but understandably, there are a few checks to be made before photos of the children can be circulated but hopefully there will be some next month.

On the 9th Oct, everything was set and we started out on part 2 of our S.W. coast run. The weather looked good and Jan and I had 7 days without commitments. I plan to do a fuller report as a separate article over the next 2 or 3 newsletters, but briefly, we drove back to Modbury to pick up where we left off in September and continued to follow the coastline as closely as was practical. From our previous experience we knew that around 100 miles a day was the best we were likely to achieve because of all the lanes and hills. The first day ended in Charlestown and the next at Coverack. We hadn't booked any accommodation in advance as we didn't want to put ourselves under any pressure, so around lunchtime each day did some internet searches to find a bed for the night. Once round Lands End the roads generally became easier and we made good time to Portreath for the third night. The next day saw us in Bude with a hope of reaching the finish at Minehead the next day but mother nature had other plans and the weather turned, so by early afternoon we were being battered by wind and rain and stopped early in a B&B near Woolacombe. The final morning dawned clear and bright, and we were on Minehead seafront by 2pm feeling very pleased with ourselves. That gave us time to drive home the same day.

Back home and walking back to the car whilst unpacking, I noticed that she was looking very lopsided. Now, I was aware that the rear springs were well worn and had in fact bought new ones but ran out of time to fit them before we left. Knowing this, I made regular checks during the trip and found nothing amiss. Imagine my surprise therefore to find the N/S main spring leaf completely broken and hanging down. We had heard nothing and there was no problem with the car's handling, so when it broke I have no idea. We are just pleased that it didn't go half way up (or possibly half way down) one of the many steep, narrow lanes that we had encountered over the last 6 days.

Continued on page 11

As I have said, I plan to write up a full story when I have time, but just to record that over the 2 parts of the trip we covered a total of 965 miles, 745 of which were between Studland in Dorset and Minehead in Somerset. This compares with the 630 miles of the official S.W. Coast Path.

All in all, a really enjoyable and interesting A7 Adventure— now where to next?



A wet drive down the hill into Woolacombe - there's a beach down there somewhere!



Valley of the Rocks



Minehead, with the official coastal path start/finish point in the background.

David

New Members



This month we welcome 2 new members to the DA7C, and look forward to seeing them at future events.

Ray Ealing from Exeter owns a Triumph Motorcycle Special

Anthony Fleweller lives in Braunton and helps with a friend's Ruby and Pearl.

Rear Spring Replacement

As I mentioned at the end of my Diary piece, we found a broken spring on our 1934 Tourer when we got home from our S.W. coast path trip. As I hope to take the car to the Re-Fuel event on the 29th, replacement of the springs was a matter of some urgency.

I am well aware of all the horror stories about problems with removing springs and spring pins, so when I ordered new springs a few weeks ago, I did soak the various fixings with penetrating oil and loosened and retightened the through bolt and the nuts on the 'U' bolts. As I put the rear end up on axle stands I was however quite nervous about what I was facing.

After cleaning everything up, it was clear that as the car has Semi-Girling brakes, I was not going to get the axle pin cotter out without completely stripping the hubs, brakes and back plates. Whilst this makes it a longer job, it does give easier access to the cotter pin and also gives a chance to check the hubs and half shafts.

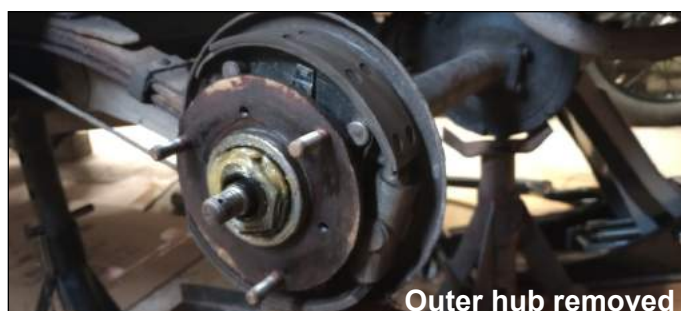
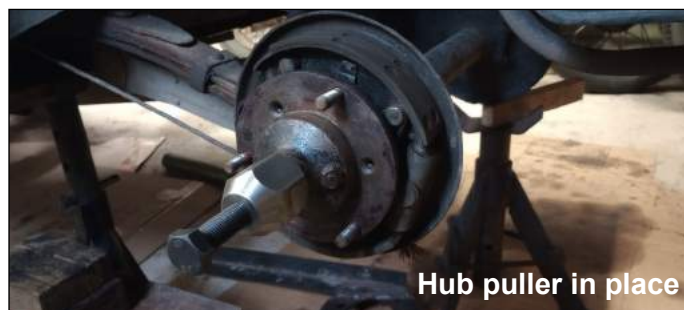
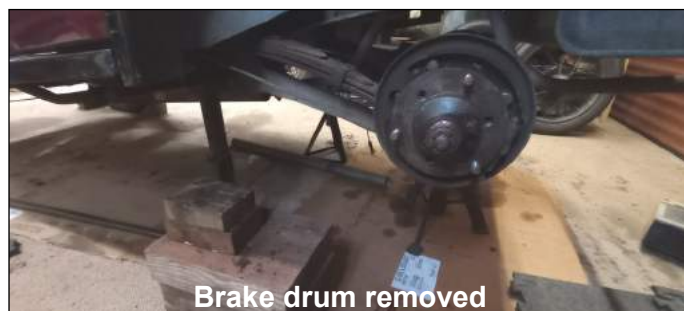
To my surprise and delight, all parts came apart without any big issues and within a day, both rear hubs were stripped and the rear springs were out of the chassis and on the bench.

However – on inspection of the various parts, I did find some problems. One half shaft key was showing stress and the half shaft itself will at the very least need some grinding in to get a better fit on the hub. I have ordered some spare bits and will start the refit later this week.

Here are some pictures of the strip down and the broken spring – It looks like it had been cracked for some time as shown by the rusted part, so my thinking is that it cracked sometime during the early part of our coast path drive and then it finally gave out just before we got home as the last quarter of the break is completely clean.

Irrespective of the break, just look at photo of the wear to the lower leaf, the lip is 3.5mm deep!!! It really was time for a change.

One final thought. The various special tools that I used as well as some that I didn't need are all available under the Clubs tool loan scheme. So don't be put off having a go at your own maintenance just because you haven't got all the tools, just ask for help.



Continued on page 13



Tab washer knocked back



Undo inner hub retaining nut



Outer hub & puller replaced



Inner hub & bearing removed



Brake shoes removed



Back plate removed



Axle pin withdrawn



End of broken spring leaf



Worn spring leaf

Pearl's tank refurbished (a Tanectomy)

A lovely afternoon trip to Dartmoor with the sun shining and the roof down is hard to beat, with Pearl going well, a delight. A cup of tea at Rhum and Tin Pickle (Moorland Hotel) a walk across to several Tors and time to go home.

Driving back downhill all the way, Pearl started to splutter, a few times, then regain her momentum. Lack of fuel rather than lack of spark I was thinking?

Whether Pearl wanted a 'sleepover' at Finlake holiday park or not, that's how it ended up.

I pulled into the side of the road and checked the fuel gauge - 2 gallons showing. I was able to check fuel in the tank thanks to a recent refurbishment of the sender unit including a plastic float. When fitting the new sender, I removed a mug full of rust from the tank and fitted an in-line fuel filter for the first time.

At the side of the road the fuel filter was clogged with rust, so I replaced it in the failing light. No fuel came through despite vigorous pumping. Tried to blow air back along the fuel line but no fuel flowed to fuel filter or fuel pump. I guessed rust piece (or mass of rust) blocked the fuel pipe.

By the way it's Interesting who stops to offer help at the side of the road.... most people understandably don't stop, but I was offered water for me rather than for Pearl on a hot evening. Another person stopped for half an hour to help (he had a Mk1 MX5 he was working on at home). In the twilight a farmer insisted he tow Pearl to his house locally where I could collect it in the morning.

Back at home

I dropped the tank (4 bolts, disconnected the fuel line, and wires to the sender unit). I forgot to note, or take a photo of the sequence of nut, spring washer, spacers(4) weird washer which caused a headache later! Removed the jubilee clip on the rubber sleeve on the filler pipe. I considered various options for the tank.

Buy a New tank

Buy a POR15 kit with cleaning fluid etc. and protective coat

Swill the tank and hope for the best

Professional clean the tank

Reluctantly I chose the latter - they cut 2 large holes to access the three sections (2 baffle tank), cleaned and scrubbed the tank. They found a pinhole in the tank so welded on an extra plate to seal the tank, and after cleaning, repainted the tank.

Refitting the tank was tricky because the U bolts moved constantly as I tried to hold the tank and refit the 4 spacers, double washers, tank and nuts, at the same time inching the new rubber hose onto the tank and connecting it to the metal fuel filler pipe.

Great to have the reconditioned tank in place and clean fuel flowing.

Time to get back to Dartmoor.



Fuel filters - old and new!



Back home.

Continued from page 14



Tank removed and ready for the professionals.



Rubber sleeve on the filler pipe.



Cleaned and repainted tank.

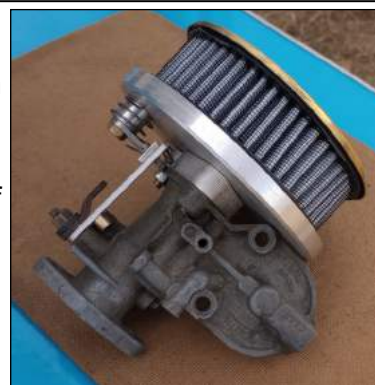


Showing extra plate welded over pinhole in tank.

Richard Soffe

For Sale

New A7 Export Air Filter Assembly. This Air Filter Assembly is loosely based on the design of the filters fitted to Export A7s back in the day. It is suited to Zenith 26VA Carburettors and incorporates the Choke lever operation. I am considering making a batch in the winter 2023/4 and am gauging the level of interest before going ahead. I would need them to sell at around **£150 each**. If you might be interested, please contact me on 07814 898183. Thank you - Adam Mason.



For Sale

A7 RP Box Saloon -1934,
Dark Blue/Black Wings. Good condition throughout, Bodywork, Interior and Sound Underneath, Good Tyres, Electronic Ignition. Re-built 4 speed 3 Syncro gearbox. Buff Log Book. A7 Handbook for the Year. Pitman's A7 Book. Large A7 Workshop Manual.

£8,250. ono. Contact Ken Hickman for more details on 01726 882530 or 07857 195826

For Sale

Box Saloon rear mounted petrol tank. It is sound with no major dents and looks clean inside.

£45.00

Contact David Aylmore - details on back page.



For Sale

1933 Chassis & engine. Dismantled in the 1960,s and dry stored since. Clean with no rust or mutilations. Includes front and back axles and gearbox, engine, steering, radiator with good chrome surround. No body or wheels and a few other bits are missing like dynamo and starter. The car is still registered with its original 1933 number and the chassis number corresponds. Ideal basis for a Special.

Offers around £2500. Contact Les on 07786 506600 for more information.

Note - chassis is in the Warwick area.

2023 Events

Sunday Oct. 29th Vintage Cars for Young Drivers. – Re-Fuel S.W, Cullompton. See page 4 for more details.

Monday Nov. 20th DA7C Zoom Club Night - see page 4

Regular Monthly Meetings

1st Thursday monthly, 8pm Combined BSAOC Tamar Valley Group/DA7C/CA7C meet at the Fox and Grapes, Lifton (landlord is DA7C member Philip Hockin) Contact Philip for details: philip.hockin@gmail.com

2nd Wednesday monthly The North Devon A7 Group have an evening run out or visit in the North Devon area. If you would like to join them please contact Chris Hartnoll on chartnoll@icloud.com for details.

3rd Monday monthly, 7pm. Members Zoom meetings with a Guest speaker every 3 months if possible.

DA7C members are invited to join the Somerset Seveners at their regular gatherings for all types of cars. Contact Anne Whellock on 01460 66434 for more details:

3rd Wednesday monthly, Meet at the Lamb & Lion, Hambridge, TA10 0AT at lunchtime and in the evening around 7.00 p.m.

1st Wednesday monthly, Lunchtime meet at Dinnington Docks, TA17 8SX.

1st Sunday monthly, North Down Orchard, TA18 7PL, 2pm - 5pm. Off the A30, east of Crewkerne.

3rd Tuesday monthly, Lunchtime (12noon - 2.00pm) gathering at Eli's Rose and Crown, Huish Episcopi, TA10 9QT.

Every Sunday morning, Morning coffee gathering at Upton Bridge Farm, Long Sutton, TA10 9NQ, from 9am - 12noon for a Cars and Coffee gathering.

Answers to puzzles on page 6

CRYPTIC CROSSWORD

ACROSS

1. Bucolic 5. Cobra 8. Midsummer 9. Ode 10. Idled 12. Avoided 13. Daddy long legs 15. Picasso 17. Nonet 19. Ego 20. Eliminate 22. Easel 23. Theatre

DOWN

1. Bambi 2. Lad 3. Laundry 4. Campanologist 5. Cargo 6. Broadbean 7. Agendas 11. Ludicrous 13. Deplete 14. Genuine 16. Spell 18. Theme 21. Art

WORD SPIRAL

1. Ward 2. Dear 3. Ream 4. Made 5. Elan 6. Newt 7. Tear 8. Rise 9. East 10. Toss 11. Snip 12. Posh 13. Hear 14. Real 15. Laze 16. Emit

QUADRUPICS

1. (c) oatmeal cake 2. (d) worthless 3. (a) non clergy 4. (d) old cart 5. (c) daily 6.(b) dressing gown

Keeping in touch with the Devon Austin 7 Club

Remember that as well as the Monthly Newsletters you can keep in touch and up to date daily with both our Facebook Page: Devon Austin Seven Club and the Website: www.devonsevens.co.uk



Also of interest:

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



DA7C badges for sale

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.

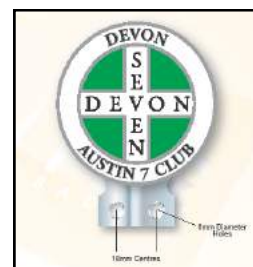
Cost is £3.50 (plus 50p postage)

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 Joe Rowing by phone or e-mail or can be collected from any club event.

Contact details are on the back page.



December 2023/ January 2024 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 December/January double issue should be with me by **Wednesday November 15th 2023** and the newsletter will be distributed on or before **Wednesday November 22nd**.

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.

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If you need to know a Committee Member's postal address, please feel free to give them a call.

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