



Devon Sevens

October 2024

Newsletter for

Issue 176

The Devon A7 Club



**A good display of A7s at Widecombe Fair,
always a good show in a beautiful setting.**

Secretary's Notes

More good news this month on my request for assistance with running the Club. Steve Wise, who took on the Treasurer's Role earlier in the year has agreed to also do the Membership Secretary's job, for which I am personally very grateful.

This, I am sure, will be a very positive change for the Club, but there are still plenty of opportunities for other people to get involved. It is not fair for those presently serving on the committee to carry on indefinitely, so please, if you do value the club give some thought to what you could offer by way of help.

The A7 Clubs Association is also looking for some help and their secretary, Ruairidh Dunford has asked us to publicise their need for a Volunteer for the position of Events Co-Ordinator.

The role involves collating a calendar of Austin Seven events for publication in the A7CA Magazine and also on the A7CA website, it is not an onerous task. Please email secretary@a7ca.org if you are interested.

I mentioned last month some tentative plans for 2025. A trip to Guernsey in early May and to Scotland in late June. Some members have let me know of their interest but do please get in touch if either of these events appeals to you. Bookings for the Guernsey trip will need to be made well in advance and if there is enough interest, we will hopefully have some indication of Ferry and Accommodation costs next month.



Thanks to the generosity of our member Dick Bessant, we have another very useful tool to add to our loan stock.

This is for removing studs from the engine block or crankcase and was found by Dick on a second-hand stall at Widcombe Fair. It is a very heavy and solid tool and certainly looks and feels as if it will do a good job on those difficult studs and should prevent them from breaking.

As with all our tools, this is available on free loan to any member, just get in touch to arrange collection or other method of delivery

Our next event will be the Devon Vintage Car Club's Autojumble at Buckfastleigh on October 13th (see page 3). This is always a good day out with members dropping by to buy, sell or just have a chat so please make a note in your diary now. Please let me know if you can help out with setting up or manning the stand.

Many thanks. *David.*

WORKSHOP SESSION - SATURDAY 12TH OCTOBER

You might know what goes on under your bonnet, but are you as familiar as you might be with what goes on under the body? Surely I can't be the only one who doesn't know how to grease my nipples or which bolts to check.

On Saturday 12th October we are running a workshop session so that we can put an A7 up on ramps and have a good look at the underside of the car. It is kindly being hosted by Robin Edmond at his workshop off Hunters Hill in Culmstock, Devon EX15 3HL (What 3 words monkeys.fidget.tilts), but will be led by members to answer any questions about mechanics.

The session will run from 10-12am and can be followed by coffee/a pint/lunch at the Culm Valley Inn in the village should you so wish.

So.....come in your A7 or in your modern. Bring your ignorance or your expertise (and possibly a head torch) and join us for a morning investigating the underbelly of the Austin 7!

If you plan to come along, please let me know (judezebedee@gmail.com) so that we have an idea of numbers and also whether you intend to have lunch at the pub.

Hope to see a few of you there.

Jude Zebedee



Devon A7 Club Stand

at the

Devon Vintage Car Club Autojumble

Sunday October 13th, 9am to 1pm

S. Devon Railway, Buckfastleigh, TQ11 0DZ



Once again this year, we will have a stall at the DVCC Autojumble in October with the objective of providing a meeting point for Devon Austin Seven Club members and also to sell surplus spare parts on their behalf.

The sale of parts will be a FREE service to members.

We can only accept parts for sale on the following basis:-

- Every part or collection of parts must have a label attached with your membership number and price required, and if it is not obvious, a description of what the part is would be helpful.
- When the item is sold the label will be cut off and kept with the money to be returned to the member.
- Members can, if they wish, indicate on the label how much reduction they are willing to give to `hagglers`. This will be indicated by adding a letter, (A, B, or C) after the price, `A` will entitle the stallholder to give a maximum of 10% reduction, `B` 20% and `C` 50%.

e.g. a label could read **Mem No 5. - £100 B.**

(Selling for member No.5, price £100 possible 20% reduction)

We are aware that there is always a certain amount of pilfering goes on at these events and whilst the people on the stall will be as vigilant as possible, neither the individual nor the club can accept responsibility for any losses.

Why not come along and help on the stall for an hour or so - that way you can keep an eye on your spares, help the club, and have a good day out. You might also find that elusive part that you have been seeking for ages!!!

Even if you are not interested in buying or selling, the event has proved to be a good social gathering and there is usually a cup of tea or coffee on offer, so why not drop by and say hello?

If you are willing to volunteer to help out for all or part of the day, or have spares to sell, please contact: David Aylmore - Contact details on the back page.





Zoom Club Night

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



Monday 21st October 2024
7pm

This month we are lucky to have a talk by Tino Whittlestone on Steam Traction Engines.
His 30 minute presentation will be a general talk on the basics of:-

- Types of steam engine
- How steam engines work
- The National Traction Engine Trust and Steam Apprentice Club involvement in getting youngsters into the hobby
- Building his own steam engine

There will be plenty of time for questions and for some A7 chatter as well



Tino's Engine

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

Engine transplant??

Philip Snell found an advert on eBay for a "Very Rare 1937 2 seater" It looked like an A7 Opal from the exterior, but the picture under the bonnet looks like it has an engine from a Big 7 or 8.

The advert didn't give any details, but this must be an engine swap as I am not aware of such a car being produced by the Austin Motor Company.



SATURDAY 26TH OCTOBER

VINTAGE CARS FOR YOUNG DRIVERS

@ RE:FUEL

FIVE BRIDGES, WILLAND RD, CULLOMPTON,
EX15 1QP

THIS IS YOUR CHANCE
TO DRIVE A VINTAGE
CAR!



Young Drivers Day at Re-Fuel - Saturday 26th October, 9am until 4pm

We had a great response to our request for support at the April 'Vintage Cars for Young Drivers' event, and hope that our members will be equally willing to bring their cars along this time.

There will be 3 sections for A7's:-

1. Display only.
2. To take passengers on a 4 – 5 mile ride into Collumpton and back to let them experience how it feels to ride in a Vintage Car and also to see the reaction of the public that we all enjoy so much.
3. To sit alongside someone who would like to drive a Vintage Car around a closed off circuit on the Re-Fuel grounds.

We will also need some marshals and helpers around the site and it would be great if you could give some assistance even if it was for just an hour or two.

If you would be willing to help in any capacity, please contact Nick Borst-Smith. Details on the back page.



A reminder of the 'Young Drivers' Day' held earlier this year.

Davids Diary

This has been quite a busy A7 month with both our A7s out and about at shows and on various runs. There has also been some progress with the restoration project RP but more of that next month.

Our most exciting trip was to Buckinghamshire with our 1934 AH Tourer which is 90yrs old this year. As I reported earlier in the year, we were very lucky to be able to find the name of the original owner when we made enquiries of the Buckinghamshire County Archive. I know from previous experience that it is potluck whether any particular County has maintained the old records but we struck lucky with Bucks.

We only had a name and village name but again our luck was in and with the aid of the internet we uncovered a very interesting history.

The name in the County registration ledger book when the car was purchased in March 1934 was **Miss I Rooke**, however this turned out to be a stage name. She was married to a very well-known actor – **Milton Rosmer** and they lived in Box Tree Cottage in the village of Hawridge, Bucks.



Further enquiries found that the house still existed and by contact with the local history group, we arranged to meet up with the present owners who were very interested to find out more about the famous previous owners. The original garage at the front of the house has been re-built and an extension added, but it is thought that the main part of the property remains very much as it was in the 1930's.



I think Mabel fits in very well with her old surroundings.

Irene and Milton married in 1919 and appeared in many productions both individually and together in the UK and America. In all, Irene appeared in around 90 stage productions and some 35 radio productions for the BBC between 1895 and 1938. When she retired she was reportedly suffering with Arthritis.

I do wonder if this is why such a well-known and fashionable actress bought a small basic car such as an A7? – We will never know.

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Milton Rosmer had an even longer and more notable career. He appeared on the stage from 1899 and continued for the next 59 years on stage, in silent films, 'talkies' and finally on TV. He is also listed as having directed 17 films and is credited as a co-writer on 5 films between 1926 and 1938.

Whilst in the area, we drove into Aylesbury and located the now disused council office building which was previously used for vehicle registrations and we just had to get a photo.

That was a very interesting couple of days, and we have added a lot of information to Mabel's history file.

I then uncovered more information after returning home.

Some 8 years ago, I had a visit from the person who sold Mabel to me in 1965 and I recalled that he told me that the person from whom he had bought her had a BBC connection. I e-mailed him with the information that I had recently uncovered and in his reply he confirmed that he bought the car from Mike Appleton who at the time worked for the BBC. Mike went on to work in London and became a well-known Producer, with 'The Old Grey Whistle Test' probably being his best known production.

An odd coincidence that our little A7 has such notable previous owners from the world of entertainment.

Happy Austineering

David

Check your Nuts!!!

On the way home from the Coldharbour Mill, Andy Scarrott had the unfortunate experience of having a rear wheel come off. Luckily, he was not travelling too quickly and, although his Ruby has suffered some damage to the body and rear wing, Andy was not injured. With the help of some locals he managed to re-attach the wheel and limp the rest of the way home.

Whilst I don't know the reason for Andy's accident, I thought that I would remind everyone to check their wheel nuts regularly

The nuts do have a habit of coming loose, especially if wheels have been taken off for cleaning and/or restoration. Having a quick check before or after a run out is a really good habit to get into. If possible, I would recommend using the standard A7 wheel brace .



The small size of this prevents the nuts being over tightened which is very easy to do if a modern ring spanner or socket is used. Overtightening will damage the threads in the Brass Nuts and this can lead to them loosening.

If you don't have a wheel brace, I do have a couple of spare ones which I will bring along to the Autojumble on Oct 13th.

David.

My Austin 7 memories

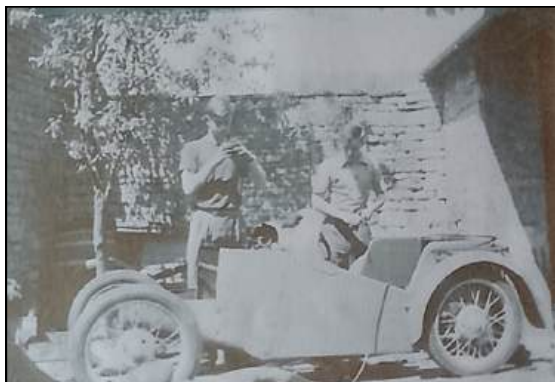
Ann Downey reported on my first drive in an Austin 7 for 64 years in her piece about our delightful Cream Tea at Kerswell Cross (see last month's newsletter), and I thought it might amuse you to have an account of my Austin 7 experiences back in the 1950s.

I worked in an architect's office when I left school, and one of the young architects on the staff offered to sell me his 1932 Austin 7 box saloon for the price of a shampoo and set for his wife. So my brother and I scraped together £12.10.00 and took possession. It, or she, we called it Jane Austin was complete, but very shabby, in need of a great deal of TLC.

My brother Gifford was doing National Service in the RAF, he was a natural born engineer and spent all his time on leave decarbonising, grinding in valves replacing worn bushes and re lining and tightening brakes. I concentrated on the bodywork wheels and tyres and between us, although I say it myself, we made quite a creditable job.

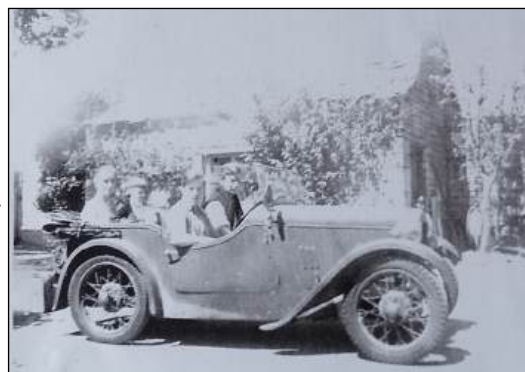
One summer evening we took Jane Austin out for a spin and had a drink at a country pub. Coming home we almost ran into a car parked in the road with one totally inadequate rear light. Swift evasive action by Gifford, who was training on Jet Provosts at the time, avoided a collision but Jane went into a barrel roll and ended up on her roof, damaged beyond repair.

The mangled remains stayed in our yard for some time until someone noticed a advert in the local paper: "Austin 7 Special, would suit enthusiast ". It was some distance away and our patient father took me over in the car to look at it. It was what I believe is known as a Cambridge body, cut away sides, no doors, a swept scuttle a small radiator off a 1928 model and a fold flat windscreen, but all in a dreadful state and in need of a total rebuild. After much deliberation we decided that the best thing to do would be to put the best bits of the two cars together, so Jane Austin's rolling chassis was mated with the sporty body of the Special. The result was an elegant little car and when equipped with a high compression cylinder head a lightened flywheel an SU carburetor lowered suspension and Bowdrex brakes, it went well too ! For no good reason that I can remember, we called her Peggy.



About 18 months later, Gifford was at Cambridge and I was doing architecture at college in Leicester. I seem to remember we shared Peggy for a term each. I certainly remember sliding her off the road one icy winter's night on the way to a college dance and getting off lightly with one bent wheel, and getting hit by a Leicester Evening Mercury van delivering Late Night Finals, I ended up in hospital with mild concussion and Peggy with superficial damage, easily repaired.

I can't remember when I first saw the Arrow, but I immediately thought: what a beautiful little car, and a much more sensible form of transport than the Special. She was for sale and we bought her for, I think £40. The Arrow, as many of you will know was an open four seater, slightly lower than the standard tourer a bit like a half full size Lagonda-or is that too fanciful? built in limited numbers in the 1930s by the Arrow Coach Building Company.



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We shared the Arrow for two years until Gifford left Cambridge and got himself a proper job, and an Alvis Speed 20 and I had the Arrow all to myself. It was a great little car, with a little bit of tuning it would keep up with the traffic of the day- to many people's surprise. I remember all students were given the day off to celebrate Princess Margaret's wedding, and I spent the day fitting a close ratio gearbox off a Big Seven. I also remember some epic journeys; a camping holiday with my younger brother Patrick, in Aberdovey, where he bought a grandfather clock and we bought it home to Peterborough on the back seat of the Arrow. A party in Stevenage then driving back to Leicester in the early morning in time to be best man at a friend's wedding. Getting a bit lost in North London and stopping to ask a woman the way to Chelsea and being asked "would you like a spot of pleasure in the car dear" No thank you !

Then with a salary and a job in London I wanted something more exiting to drive. The Arrow was passed on to my brother Patrick and I acquired a Riley Lynx- but that's another story.

Philip Mann



FBHVC Matters

The FBHVC liked Jude's article in Devon A7 Club's September newsletter about her experience with vapour locking, and this leads on nicely to their piece in the latest FBHVC News (now called Historic) about the problem.

Vapour Locking

It is worth reminding our members about vehicle fuel system vapour locking causing hot start and driveability problems in classic and historic vehicles. The boiling range of petrol has not changed much since the introduction of the first motor vehicles at the end of the 19th century. The front end of the boiling range has seen an increase in lower-boiling components that increased the vapour pressure of the petrol and the likelihood of vapour bubbles forming in the fuel system causing vapour lock and driveability problems. Since 1993 petrol volatility has been declining, to reduce evaporative emissions from vehicles. Carburettored engines are usually the most sensitive to vapour lock with much lower fuel pressures of around 0.24 to 0.35 bar (3.5 to 5 psi).

Typical symptoms of vapour locking are:

- Stalls, hesitations, loss of power and in severe cases engine shutdown.
- Failure to start after driving some distance and stopping for a short time. Engine eventually restarts after cooling down for an hour or so.

Simple practical steps to help minimize vapour locking:

- Reduce the flow of exhaust heat to the liquid fuel supply to the engine.
- Route fuel lines away from heat sources.
- Use a thermal break plastic/SRBF spacer where possible for mechanical (engine mounted) pumps
- Shield carburettor from radiant exhaust heat (especially where inlet and exhaust are on the same side of the engine) and use a thermal break plastic/SRBF spacer where possible to help isolate the carburettor from inlet manifold heat.
- Check radiators for condition and effective dissipation of engine heat. Many old radiators may have become furred-up or partially blocked, leading to significant reduction in their ability to keep the engine cool in traffic.
- Ensure adequate under bonnet ventilation.

Often, simple modifications such as these can be extremely effective in preventing the formation of unwanted vapour bubbles in the liquid fuel. Relatively minor changes need not alter the character of a historic vehicle, while thermal baffles and heat shields can be fitted sympathetically to provide minimal visual impact.

John Turley FBHVC Rep

A WIDECOMBE AFFAIR

The sun was shining on the heather and the wind was rattling through the car as Gladys and I were somewhat ignominiously overtaken by a sheep. I had forgotten how hilly Dartmoor can be! Having missed the turning I was advised to take to get to Widecombe, I found myself chugging right up over the top of the moor. The views were spectacular and as we crested one of the many hills we were greeted by the wonderful sight of an auburn long-horned cow and her calf silhouetted against the horizon. As we were barely making headway in first gear, I didn't dare stop to take a photo, but the image is forever imprinted in my mind.

Having crept over the summit we stormed up into the heady heights of third gear to get a good run-up for the next hill, only to be thwarted by a sheep wandering into the middle of the road. Back to first gear..... this time we were overtaken by a cyclist!

More by luck than judgment, after another half hour of narrow lanes, cattle grids and close calls with shiny Range Rovers and rusty Land Rovers, we arrived at the showground for Widecombe Fair, three hours after leaving home.

I hadn't fancied the early start several others were going to make on the Tuesday, so had made the trip in the sunshine on the Monday. My very kind friends, who were trading at the show (The Culmstock Chilli Company - for all your spicy needs!) had driven my campervan down, so I had a warm bed to sleep in.

The following morning dawned damp and drizzly in true Dartmoor style. Having been parked in a wet field all night, Gladys was somewhat reluctant to start and it required the help of three kind volunteers to get us push-started in the long grass.

Excitement built as A7s started to pour into the showground. 13 in all and none of them trailered - quite an achievement given the location. I didn't envy all those who had driven through the dark and the drizzle to get there before the road closed at 9am.

Having warmed up with coffee and bacon baps it was our turn to take to the show ring. Gladys let me down again on the starting front, but once we had cleared the crowds of spectators we were pushed into the ring and, on the second attempt, managed to get going, causing confusion by driving the wrong way round the ring to take advantage of the gradient! As we lined up at the top of the field in front of all the spectators I didn't dare turn the engine off, but just as David and I were discussing the possible cause of my problems, the engine pattered to a halt. Dynamo, apparently. The great thing about a place like Widecombe is that you are never far from a friendly tractor driver and Gladys and I received a huge cheer as we were towed out of the ring! (I told people I was saving on petrol!)

The drawback about a place like Widecombe is that there is absolutely no phone reception, no WiFi and no 4G, so trying to find someone with a 6V charger proved no easy task. In the end, David came to my rescue by taking my battery home, charging it overnight and returning with it the following morning. Having watched everyone else set off in the pouring rain and fading light the night before, I was very glad to be setting off in the sunshine.

For some reason I was feeling rather nervous about driving Gladys home, but I had no choice. As I crept up a steep, narrow lane I pulled over to let a lady get past, but she insisted on driving behind me to make sure I made it and to encourage anyone we met coming the other way to do the reversing. There were a couple of hairy moments when going uphill in first gear around a corner, not knowing whether someone would come roaring up behind and give us a shunt, but one way or another we made it home. Following the correct directions we shaved half an hour off the time and arrived home, dignity intact and confidence restored.

Thanks to the help of Philip Snell the dynamo is now out of the car and about to travel back to Dartmoor to be checked, so hopefully we will be back on the road again soon.

As always, a huge THANK YOU to David, Philip and everyone else who so willingly offers help and advice. I really couldn't do it without you all. As Michael always says "Joining the Devon A7 Club is the best ten pounds you will ever spend"!

It was a great day out at Widecombe and this is only my version of the event, but I will definitely be back next year. Oh.....and did I mention Gladys got 1st prize?!!

Photos on page 11



Jude Zebedee

Uncle Tom Cobley un'all

Our first visit to Widecombe Fair and we saw ferret racing, archery, wood chopping, Jack Russell races, pony displays, a mountain rescue demonstration, town crier competition, Morris dancing, craft stalls galore, live music, food for all tastes AND a fine row of 14 Austin Sevens.

Getting to Widecombe was quite a challenge with testing gradients, both up and down. A very early start was necessary for those who didn't B&B nearby, with the road closing at 9.00am. The event was well organised with the minimum of formality, like things used to be.

It was a pleasure to meet some familiar faces and make new acquaintances. Discussions were deep and varied with plenty of talk about torque (or lack of it). It's always useful to come away with a few pearls of wisdom from other owners.

Despite the weather forecast the rain held off till later in the day and allowed us to venture into the main ring to parade and show off our cars.

Ruby was making an unusual creaking/rubbing noise as we arrived which, wasn't easily identified but head down to get back home and investigate later, thankfully it didn't get any worse. A slight miscalculation of the extra fuel consumption caused by low gears and high revs made for a nail biting drive to the nearest petrol station, I'm going to carry a spare can next time.

Remember drive an Austin - always a clear road ahead.

Jolyon Lomax & Jane Turner

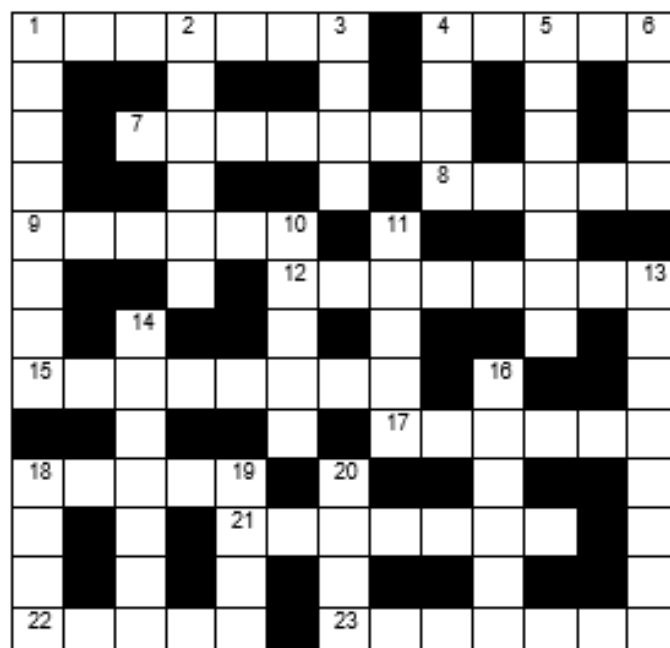
PUZZLE PAGE

by Julie Eddles

CRIP TIC CROSSWORD

ACROSS

1. Top layer to come up for air (7)
4. Directors sound fed up (5)
7. Land tea, but could be flatter (7)
8. Refer indirectly, to be less restrained (5)
9. We sent out the most up-to-date (6)
12. Large snake in Canada – No! (8)
15. Collectors of lots of stuff? Or shared around? (8)
17. Anticipates changing a waist (6)
18. Loves anagram to crack (5)
21. Rub lag right out for a housebreaker (7)
22. Double deckers? (5)
23. Puts in a zoo, perhaps? (7)



DOWN

1. Power; might (8)
2. Made Fred do animal food (6)
3. Test English at ten (4)
4. Meat or grouse (4)
5. About ten Anna's a feeler (7)
6. Troubadour looks a little bit sullen (4)
10. Narrow part of delta, perhaps (5)
11. A slab returns light wood (5)
13. Old gasbags in the air (8)
14. All best dances on toes (7)

16. Prevent girl having fruit (6)
18. Crazy bats pierce with a dagger (4)
19. Goes out after coming in (4)
20. Genuine time to regret (4)

BOOKS AND AUTHORS

The vowels have been removed from these groups of words, the spaces closed up, and the consonants grouped into fours, so that PRIDE AND PREJUDICE JANE AUSTIN would become PRDN DPRJ DCJN STN. Can you work out the titles of these books and their authors?

1. THLR DFTH RNGS JRRT LKN
2. THRD TWGN PRGR GRWL L
3. THFT HRBR WNST RSGK CHST RTN.....
4. LLCR TRSG RTND SMLL JMSH RT
5. THTH RMSK TRSL XNDR DMS
6. BRDS NGSB STNF LKS
7. WRHR SMCH LMRP RG

QUADRUPICS

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

- | | | | | |
|-----------------|----------------|------------------|---------------|----------------------|
| 1. CANTICLE | (a) A song | (b) A feeler | (c) Division | (d) Candle holder |
| 2. PUNCTILIOUS | (a) On time | (b) Scrupulous | (c) Pungent | (d) Deflated |
| 3. DYSTOPIA | (a) Mist | (b) A bad place | (c) Moodiness | (d) Shortsightedness |
| 4. SUPERCILIOUS | (a) Marvellous | (b) High-pitched | (c) Careful | (d) Overbearing |
| 5. PENURY | (a) Prison | (b) Line verse | (c) Poverty | (d) Set period |
| 6. ALLEGORY | (a) Narrative | (b) Accusation | (c) Friend | (d) Deference |
| 7. WAIN | (a) Give up | (b) Lament | (c) Ebb | (d) Wagon |

Answers on page 16

Musings of a Mascot

It has been quite a busy time for me since I last wrote to you all. First of all I must share with you all about my experience with grass seeds. Luckily my human took me for a groom on 8th August. The groomer found two grass seeds embedded in my skin near my right shoulder, which she fortunately was able to extract without any difficulty. She did however say that there was a lump in my body near where she found the grass seeds and recommended taking me to the vet. My human promptly booked an appointment at the vet, where she said there was probably another grass seed in that lump, and I should have an operation that day, as it might easily migrate through my chest wall get into my lungs and kill me. WOW my human had no idea that grass seed could be so dangerous. The operation found a grass seed in the lump which was removed, much to my delight. I just thought I ought to share this story with you all incase any other dog owners among our splendid club members are as ignorant of the dangers of grass seed to us dogs as my human was.

Anyway enough gloom and doom it has all turned out for the best and you can be sure that my human is very vigilant whenever he takes me for a walk anywhere near grass seed.

On to more interesting tales of my mascot duties, the first of which was at the Seaton show on 25th August on the promenade(see pic.). I didn't think it was very easy to advertise our splendid club, as we were very cramped for space, but I did my best, without attracting any potential new members I fear.



Our next outing was to Widecombe Fair on 10th September. My human and I went down the night before in Annie, and stayed in a rather posh hotel called the Dartmoor Lodge Hotel. I don't somehow think we will be repeating that experience, as the journey from there to Widecombe was very slow being up and down lots of pretty steep hills, and took well over an hour despite being only about six miles. We finally arrived after all gates to the fair had been closed and my human had to chat up the gate keeper to persuade him to let us in, see photo to prove we actually got there.

It was very encouraging to see there were 14 Austin Sevens at the fair, all being driven by members of the club. I wore my tabard all day and my human spoke to many other humans about our club. He got one rather tentative enquiry from a commercial garage owner who lives in Widecombe and would like to get a chummy needing work that he could work on over the winter. As usual my human forgot to ask his name.

When we left my human and I in Annie followed Philip Snell, and found a good route via Mortenhampstead, with no really steep hills which was much easier than the route we had followed to get to the fair. If we decide to go next year we may well try that route, and look for some overnight accommodation nearby Widecombe.

I guess my next duty day will be for the Sidmouth Show on 21st September, which is usually a lot of fun.

Happy Austineering to you all,

Max

Devon Crossroads search.



Whilst I was at the Beaulieu National Rally in June this year, I actually found time to browse around the Museum and at the back of one of the displays of Vintage cars was this large period photo.

Whilst I know the car isn't an A7 and I have no doubt that the period signpost is long gone I thought that it might be fun to see if we could re-create the photo. The first step would be to identify the cross roads so if anyone recognises it, or lives in the area and would like to do some investigation, please let me know.

David Aylmore



Chris clover acquired some wartime cycling magazines and saw this photo dating from 1942. Chris suggests a suitable caption could be "Saving petrol, doing their bit!"

Coldharbour Woollen Mill

Uffculme History Society invited Devon 7s to join a 2 day event in marking the departure of the American forces from Uffculme in 1944.

This took place at Uffculme Coldharbour Woollen Mill, and we joined them all on Sunday 15th September. There were 5 Austin 7s, a Morris 8, a Morris 10, an Austin 10 and 2 MG sports cars, plus several very large American military vehicles and a big blue bus all assembled in the Mill courtyard, with music of the time. Volunteers wore costumes of that time and were very friendly and knowledgeable.

The invitation included free access to the Mill itself, which was built in 1797 and is one of the oldest textile mills in the world, having been in continuous production since that date. Although now powered by electric motors there are three floors with working spinning/weaving machines, which we saw working, and which produce high quality wool and small quantities of fabric.

Although now powered by electric motors, the great joy of this outing was to see the huge steam engines which are capable of running and, as we understand it, will be in steam on New Year's day. If you are interested, keep an eye on their website.

If there had been a test at the end of the visit, we couldn't possibly have remembered the purpose of each machine, nor the technical terms of the parts and techniques, but we will most certainly remember the noise of the loom working.

A most enjoyable visit.



Christopher and Margaret Hartnoll

Out and About



Eddie and Julie Eddles didn't have far to drive to the Galampton Autumn Fair on September 1st. They were joined by John Pine in his Standard and had a lovely day with the cars attracting a lot of attention

Max the Mascot and his human decided to go to the Wheelwright PH in Colyford for Sunday lunch. As Michael says, 'It saves me cooking and washing up. There I could get a drop of one of my favourite beers: Proper Job from St Austell'. They fitted that in nicely before they had a cloud burst in the evening. Max refused to get out of the car when Michael tried to take him for his evening walk, sensible dog really...



New Members

This month we welcome Roger Burge to the DA7C. Roger lives in Ilfracombe and owns a 1929 or 30 AC Chummy in blue/black.

Roger says the Chummy may have been restored in 1994.

The V5 says that the car was first registered in 1930, but Roger thinks it is a 1929 car.



ANSWERS TO PUZZLES ON PAGE 12

CRYPTIC CROSSWORD

ACROSS

1. Surface 4. Board 7. Adulate 8. Freer 9. Newest 12. Anaconda 15. Hoarders 17. Awaits 18. Solve 21. Burglar 22. Buses 23. Encages

DOWN

1. Strength 2. Fodder 3. Exam 4. Beef 5. Antenna 6. Dour 10. Taper 11. Balsa 13. Airships 14. Ballets 16. Banana 18. Stab 19. Ebbs 20. True

BOOKS AND AUTHORS

- | | |
|--|--|
| 1. The Lord of the Rings J R R Tolkien | 2. The Road to Wigan Pier George Orwell |
| 3. The Father Brown Stories G K Chesterton | 4. All Creatures Great and Small James Herriot |
| 5. Fifty Shades of Grey E L James | 6. The Three Musketeers Alexandre Dumas |
| 7. Birdsong Sebastian Faulks | 8. War Horse Michael Morpurgo |

QUADRUPICKS

1. (a) A song 2. (b) Scrupulous 3. (b) A bad place 4. (d) Overbearing 5. (c) Poverty 6. (a) Narrative 7. (d) Wagon

For Sale and Wanted

For Sale

Austin Seven Special. Was built for classic road trials, but due to ill health sadly for sale. Based on a 1934 AUSTIN Seven, ulster style fibreglass body professionally made using moulds made by Chris Gould. Standard 747cc engine and 4 speed gearbox (best for trialing). Custom made alloy fuel tank, new wiring harness with LED headlamps and converted to 12volt. This car has not been trialed and has only been driven for road testing since completion.



Price - £9500 ono

Happy to provide more information, or any questions ring Pete on 07879 483529

For Sale

Pair of inner wings for A7 Opal/Ruby/Pearl. New old stock.

£100 o.n.o

Contact David Aylmore - details on back page.

For Sale due to illness

1934 A7 RP Saloon. Now in good running order after a mechanical overhaul. Body good, sunroof, modern indicators.

Must go, so priced at £5,000 o.n.o

Telephone Pete on 01803 552507 after 7pm.



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.

Members Tool Loan Scheme.

Any Club Member can ask to borrow one or more tools free of charge. There will be a refundable deposit of £20 to be paid, in cash if the tools are collected, or by BACS to the Club Bank Account if they are to be posted. The cost of postage to be met by the Club Member.

Request for any tool can be sent by e-mail or by telephone to the Club Secretary, David Aylmore, devon.sevens@hotmail.co.uk, 01626 852259

These are the tools that are available:-

Brake shoe adjustment gauge.

Clutch plate riveting anvil.

Flywheel fitting spacer.

Guide for drilling out broken cylinder head stud.

Tool for drifting front main bearing onto crankshaft.

Tool for drifting rear main bearings onto crankshaft.

Stud removal socket set.

Engine lifting rig using 2 x spark plug threads (14mm & 18mm available)

Note this tool can also be used to lift a 'stuck' cylinder head from the engine block

Tool for removing studs from the engine block or crankcase

Clutch alignment tool.

Cylinder Head & Block core plug punches.

Front main bearing removal jig.

Tool for removing rear spring bolt.

Wheel bearing drifts.

King Pin reamer.

If the tool you need is not listed, please just ask, as we can probably find it for you.

2024 Events

The following list of events is for information only and implies no recommendation from the Devon Austin Seven Club. Before entering any event, members should ensure that they have read the terms and conditions on the entry form and are willing to comply with them.

Sat/Sun Sept. 28th/29th Woody Bay Station Gala. If you would like to show your A7 on either day, or for more information, please contact Martin Harvey at harveymg@live.co.uk

Fri/Sat/Sun Oct. 4th/5th/6th Riverside's Beer, Cider & Music Festival. Vintage Tractor & Classic Vehicles. Camping & B&B accommodation available. South Molton, EX36 3HQ. To display your A7 call 01769 579269. More information at exmoorriverside.co.uk

Sat. Oct 12th Workshop session, Culmstock. Details on page 2 or from Jude Zebedee.

Sun. Oct. 13th Devon Vintage Car Club Autojumble, S. Devon Railway, Buckfastleigh. Details on page 3.

Sat. Oct. 26th Vintage Cars for Young Drivers, Re:Fuel, Cullompton. See page 5.

Regular Monthly Meetings

1st Thursday monthly, 8pm BSAOC Tamar Valley Group meet at the Fox and Grapes, Lifton. DA7C members most welcome to meet up with like minds. (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, 5pm Evening meet at Dinnington Docks, TA17 8SX.

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

3rd Tuesday monthly, 5pm 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.

Problem opening the Members' page on the website?

It seems that occasionally Members have difficulty in opening the Members Page on the Website. There is now a message that will appear if you entered the wrong password but if you still have a problem with access please let me know so that any issue can be resolved quickly.

Nick Borst-Smith. 07809568120 nickbs@outlook.com



Devon A7 Club Clothing Range.



Fleece Jacket £35.
3 Colours available.



Pull-Over Hoodie £28.
8 colours available.



Polo Shirt £20.
17 Colours available.



Sweat Shirt £24.
13 Colours available.



Soft Shell Jacket £35.
3 Colours available.

All clothing items are available from our new On-Line Shop.

Ordering is very simple -

go to www.devonaustineven.company.site/

or

Follow the link from the Members' section on the Devon A7 Club Website:-

www.devon.sevens.co.uk

Choose your garment/size & colour and pay in the same way as with any other on-line purchase.

Delivery is direct to your home address.

Mechanical help and advice for Devon A7 Club members.

If you need help with your car, whether it's a chat over the phone or someone to come and have a look at the problem, contact one of the knowledgeable members listed below. They will undoubtedly be able to help, but if they can't, they will certainly be able to put you in touch with someone who can.

Whether you are a new member or have owned an A7 for years, we all need help sometimes, so don't struggle with a problem, help is at hand.

Philip Burrow	Copplestone.	07870969620
Richard Bishop	Exeter	01392 439916
Pete Gilbert	Throwleigh	07879 483529
Nick Borst-Smith	Crediton	07809 568120
John Turley	Wells, Somerset	01749 675475
Chris Hartnoll	Brayford.	01598 710295
David Aylmore	Newton Abbot	01626 852259
Philip Snell	Axminster	07833 620763

Please note that any advice given is on a friendly, informal basis only and no liability for loss or damage can be accepted.

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.

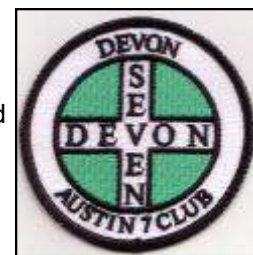
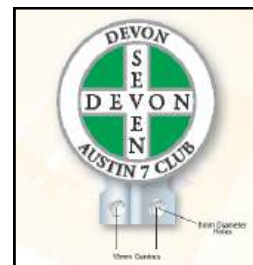
Cost is £3.50 (plus 50p postage)

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 David Aylmore by phone or e-mail or can be collected from any club event.

Contact details are on the back page.



November 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 November 2024 issue should be with me by **Wednesday October 16th 2024** and the newsletter will be distributed on or before **Wednesday 23rd**.

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.

Devon Austin 7 Club - Officers & Committee members 2024/2025

Chairman:

Viv Gale - North Devon

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E-mail: vivgeogale@gmail.com



Secretary & DVLA Rep:

David Aylmore - South Devon

Tel: 01626 852259

E-Mail: devon.sevens@hotmail.co.uk



Treasurer & Membership Secretary

Steve Wise - South Devon

Tel: 07739 986998

E-mail: s.r.wise@outlook.com



Car Identification Number Registrar:

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Committee Member:

John Turley - Mendip Hills

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

Newsletter Editor:

Janet Aylmore

South Devon

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