APRIL 1980

DORSET AUSTIN SEVEN CLUB

THIS MONTH’S MEETING: Meet at the Nags Head Ringwood for a run to the Alice Lisle, Rockford. Let's see how many sevens we can muster. Members who haven’t got a car on the road can get a lift with someone who has. Leave Nags Head 8.45 p.m. sharp,

EDITORIAL

Sorry the newsletter is late this month, the reason being we have just returned from the French trip organised by the Solent Austin Seven Club. The holiday was an enormous success and those of us who went from °The Dorsets° had a marvelous time, thank you ‘Solent’. More about the trip later in this newsletter.

Well, April is here again, time to get the Seven out and polished ready for the season. We should have a number of extra cars on the road this year, including Phil and Hillary Whitter’s Ruby, who incidentally came to France, Willie McKenzie’s 1934 Box Saloon was not quite ready for the French trip, however Willie travelled with Pete Treliving. Also Chris & Lyn Smith's very pretty 1934 Ruby, which is now on the road after a 6 year rebuild. Gary Munn's 1926 Chummy will be on the Daffodil Run I am told (are you bringing the 'Box', Derek?)

We have tried to organise a varied programme of events, with the family in mind, and have at least 1 run a month throughout the season. So let’s see as many of you as possible at the April Club night, which includes a short run to the Alice Lisle at Rockford.

ED.

RESTORATION OF WC 1133 – FINAL CHAPTER

With the wings, bonnet and radiator fitted, the Chummy suddenly began to look like a car again and with the addition of the windscreen, which had been re-nickeled at South Coast Chroming at Poole, all the major restoration was complete. The next task was the interior trim which dad mostly renovated, except for the hood and seat backs which have gone to be professionally trimmed by Barry Chappell. These are due back any day and all that now remains is to fill and paint the head lights, fit the number plates and carpet the floor.

All being well the sec should be M.O.T.’d and on the Daffodil Run in concours condition as was my original plan back in September last year, when the car was picked up in a rather sad state.

It looks like we shall have several newly restored Sevens on our rallies this year and let’s hope these articles have prompted some other owners to get their car on the road.

GARY

SERVICE OFFERED

Leathercraft, Parley Cross, Nr. Ferndown.

This firm can supply leather for door check-straps, bonnet straps and any other leather articles required during restoration. They are very keen to do the job properly and are very reasonable. They are able to obtain the exact seat leather used for vintage vehicles if a sample is given.

EVENTS REMINDER

April 20th Daffodil Run. (Members wishing to join the Run at Stockbridge see John Page on club night)

May 4th DORSET CLUB RUN to the Aircraft Museum at Yeovilton, Somerset

May 10/11th Breamore Steam Bally.

May 18th Portsmouth to Bournemouth run (South Hants Vehicle Preservation Society)

May 25th DORSET AUSTIN 7 CLUB RUN to the Watercress Line, Arlesford.

June 1st DORSET AUSTIN 7 CLUB to Wookey Hole, Somerset

June 7/8th Caldicot Castle (South Wales A7 Club)

June 15th DORSET A7 CLUB RUN to Studland.

June 21/22nd Berkley Castle (Bristol A7 Club)

June 28th Pre-Beaulieu barbeque (Solent A7C)

June 29th Beaulieu 750 Motor Club.
July 4th DORSET A7 CLUB BAR-B-QUE New Milton (evening)

July 12th DORSET A7 CLUB BOAT TRIP to Isle of Wight from Keyhaven (Evening provisional)

July 20th Netley Marsh Rally.

July 27th DORSET AUSTIN 7 CLUB RUN (Destination to be decided)

August 2/3rd Alderholt Steam Rally

August 10th DORSET A7 CLUB RUN Destination to be decided

August 16/17th Longbridge Rally (Midland A7 Club)

August 25th Littlewick Show (A7OC)

August 31st DORSET A7 CLUB RUN (Destination to be decided)

September 5/6/7 Beaulieu Autojumble

September 19/20/21 Stourpaine Bushes Steam Rally

NEXT MONTH’S COMMITTEE MEETING:

Thursday 24th April, Tyrells Ford, Avon at 8.30 pm.

SOLENT A7C FRENCH TRIP,

We left Southampton at 10.30 a.m. on a cool but sunny day and were soon settled down in the lounge of the Townsend Thoresen car ferry. There were 22 Austin Sevens in all in the hold of the ship five of which were owned by Dorset A7 Club members, who were John and Cynthia Page, Phil and Hilary Whitter and their family, Willie McKenzie, Bernard and Jackie Cowley, Gary Munn, Mike Wragg, myself and my son Trevor.

It was a very pleasant crossing, taking 5 hours. We spent the time talking amongst ourselves and to Solentt members at the bar, and we had a meal in the cafeteria. We landed in France at 3.30 p.m, and travelled in convoy through Cherbourg to Les Pieux. Where the first three nights of our holiday were to be spent. After unpacking the cars, we had a meal, and decided to explore Les Pieux. We had been told of a bar in the town which was very friendly and had as one of its regulars a German who was a bit of a character. We parked outside the bar, intending to explore the town first, then return for a few drinks, but before we could get out, a man rushed out of the bar, shouting “English, English, I cry when I see your little ears, you come and have drink” - we had met the German gentleman, who we came to know as 'The General’.

We spent a very jovial evening in the bar, and the 'Landlady' sang many French tunes and hymns. She had a beautiful voice and we returned to our chalets late, and rather inebriated. The following morning, Friday, we woke early, and after breakfast set out to explore the coastline and village, which are reminiscent of Cornwall in this part of France. The weather was perfect and we had a picnic lunch on the cliffs overlooking the sea. The evening was spent once again in the company of "The General” and several Solent members.

The following day, Saturday, Gary, Mike, Trevor and I, who were is one chalet, and John & Cynthia and Bernard and Jackie, the were next door, decided we would go and explore the Normandie Beaches, site of the Allied Landings during the last war. Our first call was to the American war graves, which are very impressive and leave one with a feeling of awe. Then on to Arromanches where the British built the Mulberry Harbour, the remains of which are still to be seen out in the bay. There is a museum and a film is shown of the harbour construction. We left Arromanches and followed the road to Bayeux, where we explored the shops in the high street searching for Yesteryear models for Bernard, after which we went to see the famous Bayeux tapestry. We returned to our base at Les Pieux exhausted after a very busy day, which included digging Barry’s car out of the sand after a ride up and down the beach!

The next morning, which was Sunday, Gary, Trevor and I were woken by Mike as usual, in a manner only Mike can achieve, and we got up early as we had to move from Les Pieux to the next site, about 100 miles south and west at Dol-de-Bretagne. This was the only overcast day of the holiday and we had a little rain, but we decided to go by the pretty way, via the coast, and we were pleased that we did as the sun did show itself on the odd occasion and it was a pleasant day’s drive through some interesting places. On our arrival at the site were met by our host Mike Morris-Hill, and informed that our chaltes were only 2-berth, due to a misunderstanding, but that the site owners had put in 2 more matrasses in each. When we saw them, we promptly christened them the "Wendy House’ as that is just what they seemed like. However, we soon made ourselves comfortable and it didn’t really worry us at all. Monday dawned and we decided that we would go to St. Malo, just along the coast. This old walled town is not really as old as it appears, as it was destroyed by the allies during the war and totally rebuilt afterwards just as if it had never been damaged. That evening we all went into Dol-de-Bretagne for dinner, and bottle or two of wine.

On Tuesday, the Solent had organised a tour of Mont St. Michel, with an English-speaking guide, who turned out to be a very attractive French woman with a sexy voice who gave us a very interesting tour of the Abbey, and then promptly told us she would not be offended if we gave her something. Causing a howl of laughter from one of our members. (No prize for guessing who). After which we all toured the grockel shops for souvenirs before driving back to base for a quick bite of lunch. Our destination that afternoon was Dinan, inland a short distance. It is a very old town with many timbered buildings and cobbled streets. We all tried the local Rum Ba Ba's which are literally dripping with rum, and as local delicacy known as crepes, which are like our pancakes and can be eaten as a savoury with cheese or ham or sweet with sugar or ice cream. We took some wine back to the chalets, and I have no recollection of that evening!

The day none of us wanted to come was here - Wednesday and our day to return home. We left the site at 9.30 a.m to the waves and good wishes of the Solent members, most of whom waee staying until the following Monday. We had decided to travel back to Cherbourg by the direct route which took us through Avranches, St Lo,, Carentan, and so back to Cherbourg, where we called at the Hypermarket Market to stock up with wine and goodies, The boat left at 4.30 p.m and after a first class meal in this restaurant we docked at Southampton at 9.30 p.m and after clearing customs parted company for home, after a most enjoyable week.

PS. Total Mileage about 650 miles.

GLYN