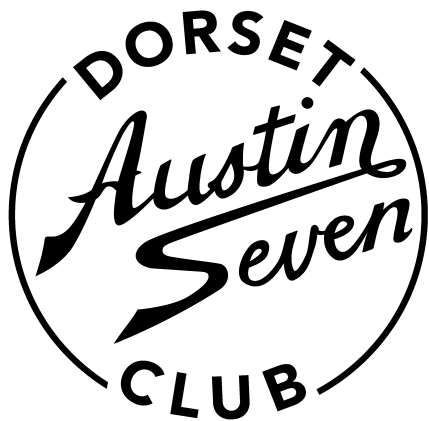




NEWSLETTER

April 2000



The Motor for the Million
Built in the largest and most up-to-date Motor Works in
the British Empire

Member of the Austin Seven Clubs Association

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COMMITTEE MEMBERS 1999

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<u>Secretary</u>	Glyn Llewellyn
<u>Treasurer</u>	Lawrence Rideal
<u>Membership Secretary</u>	John Page
<u>Spares Secretary</u>	Phil Whitter
<u>Events Secretary</u>	Gary Fatt
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<u>Newsletter Distribution</u>	Suzie Fatt
<u>General Committee</u>	Roger Ballard
<u>General Assistance & Raffles</u>	Mike Wragg
<u>Newsletter Editor</u>	David Whetton
<u>Assistant Editor</u>	Peter Trebilco

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CLUB NIGHTS

are held on the third Thursday
of every month at
The Tyrrell's Ford Hotel,
Avon (on the Ringwood/
Christchurch Road)
B3347

Another magnificent picture from the archives of George & Joy Mooney featuring "Harriet" on the Isle of Man Rally in 1976. For the full story see George's article on page 9.

EDITORIAL

Gary's BIG LIST of events heralds the start of the rally and runs season and gives us no excuse to leave the Austins in the garage one minute longer than necessary. As Phil says in his Run Report this month - only seven cars came out on one of the most beautiful runs ever done on one of the first real days of Spring. What a lost opportunity. On the rally front, Bernard is trying to organise a South West Coast-to-Coast run from Weston Super Mare to Swanage (see back page) and he needs members to indicate an interest before his plans get too far advanced. Sounds brilliant to me and compliments the Swanage Rally perfectly to really put the Dorsets on the map! While you are in a supporting mood, Assistant Editor Peter Trebilco (of Family News fame) is organising a visit around Bournemouth Airport (including the control tower) on a Thursday evening for £10 each including buffet supper. He, too, needs you to indicate an interest before he goes ahead. There might not be anything such as a free lunch, but there is an invitation to The Dorsets to join in a pre-1900 rally at Highcliffe

Castle for free - see back page for details.

This month's Newsletter is, once again bulging with members' contributions. We even have one from Christian over in Belgium in the most beautiful of English. George finishes off his tale of Harriet and Lawrence gives us some important information about our Swanage Rally. The entries are up to 50 already so get yours in with the form enclosed this month.

The new Run Route Card was tried out on the last run and seemed to work well. This month's "The Way We Were" has a spooky resonance with the past.

Finally, if you fancy a trip to Le Mans, see page 13 and pick up the 'phone NOW to Dave Burris.

Get them cars rolling

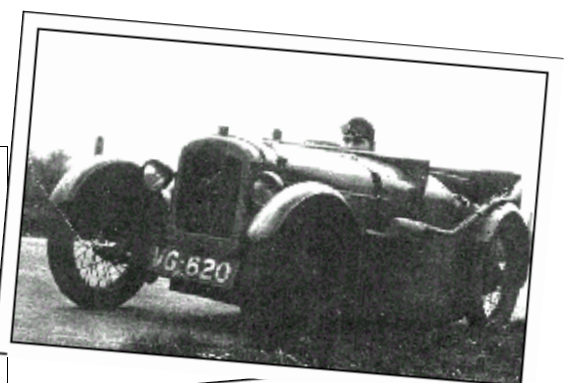
David

Deadline for the next issue is 28/04/00 . Please send material to me by post, fax or E-mail or pass it over to the Editorial Team at Clubnight.

CHAIRMAN'S ALBUM

Bernard has rooted-out a few pics of a mystery Special from the 30s - no Fifties re-build this - a genuine period article. Reg.No. is VG 620. Anyone with its history please contact Bernard. PS - the boy racer isn't Dorset Dave or even Bernard!

The pub in the background is The Red Lion.



THE "MOOTIFUL" RUN

19th. March 2000

Seven cars (4 Boxes, 2 Chummies and Glyn's Tickford) set out from QE on Bernard's 'Ampshire Amble. It was a sunny, Spring day with daffodils everywhere along the route. We followed Bernard through Gaunt's Common and Woodlands to Cranbourne. From there we took in some very pretty lanes and grand scenery before crossing the Salisbury road to pass through Woodgreen, Hale and that favourite Valentine village - Lover. Whiteparish, East Grinstead, Alderbury and Downton led us to the lunch stop at The Bull. The meal was only surpassed by Glyn's TVR baseball cap!

After lunch we visited the Moot Gardens - a public landscaped Georgian garden going down to the river where we could admire the frontage of some of the local properties. For Hilary and me it was one of the prettiest and most interesting runs for a long time - what a shame only seven cars enjoyed it! Thanks to Bernard and Jackie for a Mootiful Run!

Phil Whitter

and thanks for finding the time to put pen to paper, Phil, whilst awaiting a new arrival in the Whitter household - Ed.

CLUB FAMILY NEWS

Dear Editor,

Much credit must go to Marilyn Bridge for her splendid "Dorset Weatherman Report". As I sat next to her there was none of the usual small talk as she got on with the job in hand. Joking aside, she was working in difficult, dark conditions, writing as quickly as any Echo reporter so as to take everything down. What an art that is and didn't she do well.

Marion Trimby

ITCHY FEET

Matthew Cheeseman's only been home a few months but he's already planning to zoom off to Australia again in May for perhaps 9 months, stopping off in Hong Kong on the way. Still, he promises to be back in plenty of time to prepare for the Euro 2002 tour. Don't forget to send us news of your progress Matthew.

TINKER FREE

"What jobs on the car have you got lined up this spring", John Page was asked at the last club night. "None at all", came the reply, "they're both running beautifully. And if they're not broke". Some people have all the luck. Still it means that John has no excuse for not getting out in either his 1931 Mulliner (he's the third owner and has had it since 1966) or his 1937 Opal.

THE LITTLE TINKER

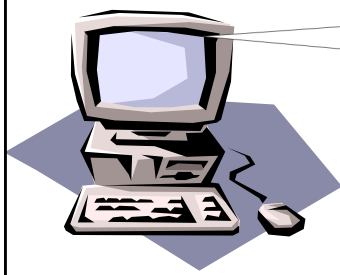
Did you see the new addition to the club at the last club night? 2 month old Max was making a guest appearance and wasn't he well behaved. Mum and dad (Rachel and Michael) were looking justifiably proud (if a bit bleary eyed!) as grandparents Dave 'the Ed' and Sue just beamed!

BIT OF A LIFT

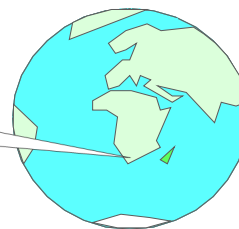
Pat and Glyn Llewellyn recently took a coach trip to Amsterdam, spending a couple of days sight-seeing and souvenir hunting. However all was not without incident. When they arrived at their hotel they took their luggage with them as they went up in the lift, accompanied by 8 other guests. But alas the wonderful lift broke down and all were stuck for 20 minutes. To make matters worse one woman felt very claustrophobic (I don't blame her) and one of the men was dying to go to the toilet, although he thankfully declined the use of a Tuppaware box contained in one of the cases!! When they were eventually rescued, the lift door opened between floors and all had to be hauled up to the floor above. Rather you than me.

BIT OF A FACE LIFT

(Continued on page 10)



Powder Coating



There has been a lot of traffic on the Internet recently about the effectiveness and safety of powder coating. As many of us use this process, especially on wheels, I thought you might find the general advice interesting. It was all started by REG NICE - doyen of the Austin Seven movement and someone we all take very seriously. - Ed.

The subject of powder coating arose and Reg Nice shared my concern over its effectiveness - especially with regard to WHEELS. He reckons powder coated wire wheels are downright unsafe! and was going to write to the VSCC about it. He says that especially round the spoke nipple ends the coating lifts and this a) causes the spokes to loosen and b) water can get in and rust where you can't see. Interestingly I have just finished working on a '31 Morris Minor for a bloke and one of the things he wanted was for me to sort the wheels. One was in very poor condition, nice and shiny but four broken spokes and one missing. I found that it had been powder coated and the paint simply flaked off the spokes. I have sent given it to MWS for rebuilding, sand blasting and enamelling. So beware. I guess, as you say it is a quick and easy way to achieve a good cosmetic finish but as Reg says anywhere like the chassis where you have fixing holes, they will invariably need to clean and ream them out to size. DON'T rely on power coated wheels.

Nigel Coulter

I have spoken to two companies up here in the Midlands about this powder-coating versus stove enamelling argument, and both say that the former is a far superior process. I rang one of the companies this morning, the man there said that powder-coating was 40 years more modern than stove enamelling and much better; I read him your bit about spokes and he said that it couldn't have been applied correctly. He says stove enamelling is more prone to crack than powder-coating, all other things being equal. They can do either process equally well, so have no axe to grind. I only deal with companies that offer shot-blasting as well as powder-coating so that the metal doesn't have time to corrode or get dirty in between processes. I only hope that the experts are right, as I have had all my wheels done! It certainly seems to be a very good finish; I have filed the powder-coating on the chassis in order to get a flat surface (eg to mount the steering-box) and it doesn't show any sign of wanting to flake off; just file away like plastic padding, only seems harder. If the wheel has been done properly, the spokes will be tight whether there is paint there or not. I suggest that he hasn't had the wheels rebuilt properly and/or hasn't had the powder-coating applied directly after correct cleaning/blasting.

David Cochrane

You must check for spoke tightness and trueness of running before powder coating, because you can't adjust afterwards. However the real reason for me not to have any more done is simply that the Austin wheel locates positively on the rear hub and the thickness of coating will prevent this or when on it will not come off! I also believe the variation in thickness of coating causes difficulty in tyre fitting sometimes, I don't seem to have this problem with my enamelled or hand sprayed wheels. I know you will say this means the powder is applied too thickly, but it has occurred with two different companies.

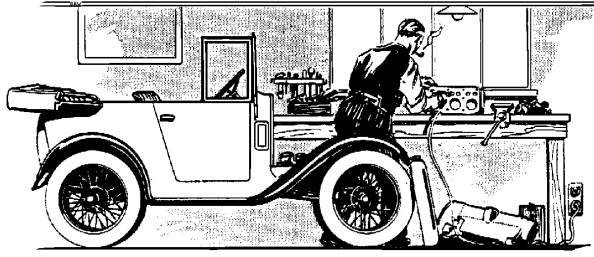
Barry Lovelock

Powder coating is an electrostatic process, paint charged neg, metal charged pos. then spray in the general direction of the part and the powder will stick everywhere but where it is masked. ALL OVER! The charge is left on the metal rack that holds the part so the powder will stay stuck. The whole thing is rolled into a big oven and slowly brought up to about 400 degrees, the powder melts and flows together into a glassy smooth finish. When it cools hard, it is hard to remove the coating without sandblasting it down to bare metal again. You can bang two pieces together and they will not chip - amazing. They now have flat and semi gloss colors as well as a primer (two steps: prime, let cool, then color, let cool) But things can get too thick for precision fit at this point, but remember, you can mask off areas that might be affected by this.

Rick Feibusch

One thing you might like to know about powder coating is that while it is tolerant of petrol and brake fluid, IT IS SOFTENED BY LOCTITE (nutlock etc) So be careful of drips off the bottle!

Dr. G W Owen



**technical
torque**

Lucas Regulator Conversion

An interesting article from The PWA7C Magazine with thanks to Dave Allen - a regular contributor

The Harker Special

from our European Correspondent Christian

Foreword

Now it's, I think 5 years, I am member of 7 Dorset Club and it's great time starting to try participating at the life of this Newsletter. I know the difficulties that make some nightmares of our editor, to make an enjoyable Newsletter, and he sure will be happy when more of us would participate at all. I say, try of course it's not so easy for me due to my language, humor is difficult to translate, and I'm a very young seven enthusiast having not too much to say in our passion, but.... At the same time it's the occasion to render thanks to all the DA7C members who welcome the little Belgians, given them some help & advice, or just showed us some friendship.

I will start by something more easy, from an article coming out from "RR archive's Historical Trust", about a very exotic Seven Special and as a sporting driver I found it funny, and hope you found it too.... Kind regards from Belgium, Christian

"THE HARKER SPECIAL"

The Harker brothers, Edmund and Ronnie, joined Rolls-Royce as premium apprentices in the 1920s and as a reward for undertaking to abstain from smoking or riding motorcycles until there were 21, their father bought them an Austin 7 Super Sports in 1929. It appears that this restriction was not extended to alcohol or female company !It is interesting that the car was purchased through Rolls-Royce in order to obtain a trade discount of some 30 %. In a short time the supercharged side-valve car was entered in competitions with Edmund winning his class at the September 1929 Shelsey Walsh hill climb. From then until July 1931 the Austin was a regular competitor at Shelsey, being a regular winner in the up-to-850 cc class, and at Brooklands where Edmund set Class H records beating the works Austin team in the process. In 1930 Edmund conceived the idea of producing a VB which would be shoe-horned into what was essentially the Austin 7 chassis. Two Austin 7 blocks with aluminium

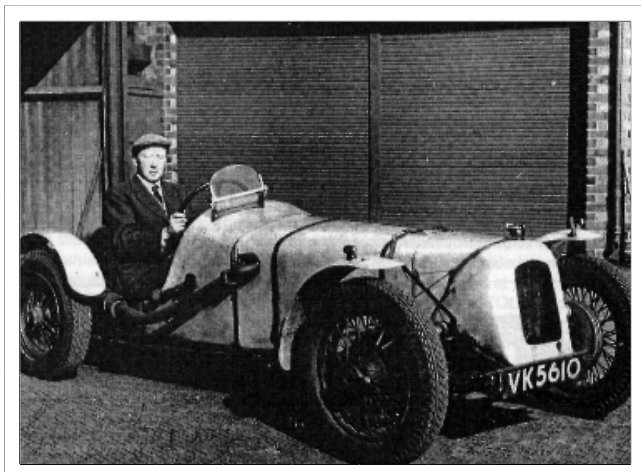
heads were mounted on a common crankcase to form a 20-degree V8, the unusual feature being the retention of the two cranshafts which were geared to the clutch-shaft. The crankshafts were timed to give even firing intervals. Put together by British Engines of Newcastle upon Tyne, this most innovative design did become the subject of a patent.

The offside crankshaft drove an Amherst Villiers supercharger, drawing from an SU carburator which was the largest produced by the company up to that time. In this form with 17 lb/sq. in boost the engine developed 120 bhp, which in a 10 cwt car produced a useful power-to-weight ratio, and, as the Light Car magazine recorded, an acceleration of 10 seconds from 29 to 72.5 mph.

The car was used to normal transport including the delivery run from Newcastle to Derby. In fact the car clocked up some 1200 miles of normal road use demonstrating its tractability and reliability. It was about this time that Edmund left Rolls-Royce to concentrate on motor sport, whilst Ronnie transferred to the Aero Division for a distinguished career that included the position of test pilot and later, instigating the fitment of the Merlin into the Mustang.

In July 1932 the Austin crashed at Shelsey Walsh and Edmund was hospitalised. He realised that the car needed a better chassis and purchased an old French Lombard sports car for £70. The suspension, gearbox casing and rear axle from this car were titted to a new chassis designed by Edmund and manufactured by Rubery Owen. The front axle was manufactured by Bean Industries. An interesting departure from normal practice was the use of larger -diameter brake drums on the rear wheels than on the front ; 16- and 13-inch-diameter respectively. In

(Continued on page 8)



The Harker Special (Continued from page 7)

August 1933 a third place was achieved at Brooklands behind a Type 37 Bugatti and a Frazer Nash. However, the extra weight of the new chassis, coupled with cylinder head gasket failures, led to radical engine modifications at the end of 1933 in order to increase power and improve reliability. Edmund obtained two racing type MG J4 ohv cylinder heads from his friend Cecil Kimber, these being married to specially-produced cylinder blocks. Those readers who have had experience of pre-war ohv MGs will recall the 'oil-cooled' dynamo drive to the overhead camshaft, a problem which was addressed by the Keith Eames modification which, in the author's experience, was a total success. Edmund substituted long, exposed duplex chains, which relied on the occasional smear of grease for lubrication. In 1934 the best performance came at the Brooklands Whitsun meeting when, in a handicap race, Edmund beat no less a luminary than Sir Malcolm Campbell in his V12 4.5-litre Sunbeam.

At the end of the 1934 season Edmund decided that the car would not remain competitive in the 1500 cc class (the arrival of the ERAs ?) and reduced the engine capacity to 1100 cc. This was achieved by reducing the stroke to 55.25 mm, which with a bore of 56 mm produced virtually unheard of in those days, an over square engine. The supercharger was changed to a Zoller-type driven at half engine speed, delivering 30 lb/sq.in boost and drawing sustenance through two large-bore, downdraught SUs. With a 6.5 to 1 compression ratio, running on methanol fuel, the engine delivered 160 bhp on a testbed at 7000 rpm and was good to 8000 rpm. The only competition record of the car in this form was an 'unplaced', due to fuel-feed problems at the Easter 1936 Brooklands meeting.

With the outbreak of World War 2 the car was laid up and Edmund rejoined Rolls-Royce, initially with Calvert in the Aero Service Department in Derby,

then to Barnoldswick with Stanley Hooker, and then back to Derby with Adrian Lombard.

After the war Edmund restored the car for road use. The supercharger boost was reduced to 20 lb/sq. in which, together with a 5.5 to 1 compression ratio, made the engine amenable to the dreaded Pool petrol. The other ingenious way of coping with the required change in airfuel ratio between methanol and petrol was to delete the float chamber on one SU carburetor such that it acted simply as an air valve. Mudguards, sidelights and a bulb horn completed the transformation to a usable, if spartan, means of transport as seen in the photograph. Edmund used the car for the daily run to the office and for more extensive excursions, including a tour of Scotland. He put the car into storage in 1973 where it remained until his death in 1986. Subsequently Richard Leeson carried out an extensive three-year restoration and the car now appears in Vintage Sports Car Club meetings as one of the few pre-war 'specials' still in its original guise.

Hopefully, this article will have jogged some memories of this remarkable man and his machine.

(From an article by Peter Sherrard)



First seen in the Midlands A7 Club Newsletter

Harriet's Story part 2 - the restoration begins

During 1976 the planned rally in the Isle of Man for the Queens Silver Jubilee was announced. We decided to take part with Harriet and a further repaint was made. All the luggage for camping was packed into the Ruby, with Joy and the children walking on to the boat and when we arrived in Douglas they followed in a taxi to the campsite, but that is another story. I mention it here because our fellow



club member Stan Warburton was also there with his Ruby with his late wife and still has the sun shield banner on his windscreen today to prove it.

In 1979 we moved away from Wellington to come to live and work in Bournemouth and one day in 1980 when Joy was shopping in the Ruby in Christchurch John Page introduced him self and suggested we join the Dorsets. We did, of course, so now we have been members for 20 years.

Harriet (EP 7002) was driven to Bournemouth by Joy in the depth of winter when we moved to Southbourne and the Box Henrietta travelled, part restored, in the removal van. The Ruby was then used daily throughout the early 1980s and Susan used it for her honeymoon in 1982.

Eventually after many years in pieces the Box saloon was back on the road in 1985 in time for my daughter Sarah's wedding! The Ruby continued to be used alternately with the Box saloon for the remainder of the 1980s until after years of decline and advancing tin worm it was taken off the road for major refurbishment at the beginning of the 1990s.

A full body off rebuild was started at the time that I changed direction in my career. Chris Smith put a new back end on the car and I did much of the rest of the body work with help in restoring wheel arches, severe rot in the A posts and new wings were purchased. Then it sat for years whilst I got on with a new job where there was no time for myself to engage in restoration.

"Harriet" was for years a box store at our factory unit and then I purchased the Cambridge special in 1990 spending what time I had restoring that car from a heap of parts. Eventually I started upon the restoration of the body once more in 1998 after we moved to our new factory unit. The upholstery had been remade in the early 1980s and new wings had been in store for more than 5 years in bare metal going rusty and parts were scattered everywhere. In the years that the car has been off the road we have moved house and moved factory so you can imagine the problem of keeping track of parts. Eventually the body was ready for paint and in the summer of 1999 it went to the paint shop as the next stage in its rebirth.

One of the big problems with the car was the decay in the wood framing and all new wooden frame members were made and fitted in for me by Stan the man at Burton. I am not good at



woodwork. Stan didn't make the parts, they were done by a friend but Stan sorted them out and put them back in the car.

Once in paint the next major problem was re-making the sunroof. The fixed portion was relatively easy but the sliding head was in an advanced state of decay. The metal was almost rusted through and the wood was rotten. I even-

(Continued on page 10)

CLUB FAMILY NEWS (Continued from page 4)

George Mooney is at last getting his '37 Ruby on the road again. The green over black gem was last seen on the road 10 years ago but George expects to drive her to Swanage this year. George and Joy are also getting their Cambridge modified to make life a little easier as the years roll by (?). However we'll all have to wait to find out exactly what the changes are. I can only guess

GETTING TO THE CORE OF THE PROBLEM

Joe Bishop has had radiator problems for some time in his '33 Tourer and has decided to cure the problem for good before venturing to France at Easter. So he is having a new core fitted by Arrow Radiators of Melksham. If you have a similar problem, have a word with Joe at a future club night and he can tell you how well the work was undertaken.

LOOKING TO SET THE SLOWEST LE MANS RECORD

At the end of May we have some club members driving to Le Mans to drive their Sevens on the world famous track! The trip is being organised by Bobby and David Burris who will be travelling in their '36 Pearl. They will be accompanied by Ivy and Alf Edwards ('33 Tourer), Pam and Tony Thomas ('37 Ruby) and friends Eileen and Bob Spurr ('36 Tourer). David explained that they have been given permission to drive around the Bugatti circuit which is 4.3Km long (that's nearly 3 miles in real money) and takes in the main stand and the chequered flag. However as David admitted, "I think the only record we're likely to take is the slowest lap time!". Sounds like a fabulous trip and we're all looking forward to seeing the photos - but use a fast film so they're not blurred!!

TREBS

Harriet's Story (Continued from page 9)

tually purchased a new metal parts kit from Metalwork Developments but was very disappointed with the item. It was out of square, too wide, too deep a radius on the curved section and the sliding guides were not fitted. This wouldn't have been so bad if the price was keen but I can say it was expensive "if it had fitted" but as it didn't fit it was grossly expensive. Eventually by cutting the kit, making it ½" narrower and squaring it up I managed to use it. As for the ash, I managed to get some from a specialist in Southampton then I marked out the curves and took the wood to Burr and Son, furniture makers, in Christchurch, who were kind enough to shape the parts and rout out the interlocking faces. After a long and often difficult job I eventually had a working sunroof.

The car now has its head lining fitted, new fibre-glass drain gutters for the wind down rear windows, much of the interior trim completed, part waxoyled and the upholstery back in place.

The rewarding thing that is happening now is that parts are going back on to the car and nothing appears to be lost, so far! The plan is to have the car ready for the Daffodil run. I am working hard to try to be ready in time, in any case the car will be ready late spring, early sum-

mer.

We look forward to meeting you all once more in Harriet - the car that time forgot. If any of you are engaged in the restoration of a Ruby and need any help or advice or old roof parts, come and see me.

See you soon in EP 7002.

GEORGE MOONEY

Thanks George for another good article. We'll be on the look-out for her this summer - Ed.

SWANAGE RALLY

NEWS

from Margaret & Lawrence Rideal

It's that time of year to be thinking about your entry to our own successful rally at Swanage. After disastrous weather in 1998 and absolutely wonderful weather last year anything can happen. Believe me I never thought I'd be standing in a field tipping a bucket of cold water over my head and finding it a pleasurable experience! Well it was the only way to wash my hair and cool down.

We have now begun talks with the railway to start finalising details for this year's event. There was one awful moment when we thought the whole rally was in jeopardy. Despite a record turn out of exhibitors last year the railway announced they didn't make any money and have to find a way to cut costs and improve income generation. The easiest way to do this is to get more visitors in to the rally site - whether they come on the train or just come to see the rally. We can all play a part in helping by letting everyone know about the rally and encouraging our friends and relatives to come along. The railway also proposes to have more stalls and attractions to encourage families to attend and make sure the kids don't get bored. If you know someone who may be interested in taking a stall, whether it's crafts in the marquee or face painting or anything else please call and let us know as soon as possible.

An entry form is enclosed for those of you who have not yet received one. With over 350 entries this is an extremely popular event and both exhibitor and camping areas were full to capacity last year. So make sure you send us your advance booking as soon as you can. There's an added incentive to pre-book this year at only £4.50 for the whole weekend. Entries received after 30 June or on the rally days will be subject to availability and an additional cost, details on the entry form. For campers, alternative two sites very close by with hot showers etc are also listed on the entry form. For free camping on the rally field it's again advisable to book early. The camping environment should be safer and more pleasant this year as all support vehicles and trailers will be accommodated on the especially reserved adjacent field.

Dogs are allowed on site but need to be kept on a lead at all times. After much feedback and complaints about dog mess last year the rally field will be a completely 'mess free zone' so please do come equipped to clean up all dog mess and dispose of it responsibly.

The railway volunteers are planning to provide us with excellent catering and bar facilities once again. Andrea and her team will be cooking the usual breakfasts, lunches, suppers and snacks throughout the whole weekend. I think a sausage bonanza on Friday evening and a roast dinner on Saturday evening are also on the cards. There are also vegetarian choices and children's meals.

On Friday evening an informal get together in the marquee - we will endeavour to arrange some form of music and also want to encourage those of you musically or vocally inclined to 'do a turn' so bring your best voice and or instrument. Saturday evening will help work off some of those extra calories from the excellent catering and get your feet moving at the Barn Dance. If you book your tickets in advance, it's even cheaper than last year!

Without the assistance and hard work of many people in the club, the weekend couldn't take place. If you can spare just an hour or two out of the weekend to help with marshalling, rally control or anything else it makes a great deal of difference. So please let Lawrence know you are willing to help.

We look forward to another good rally in July.

THE WAY WE WERE - a blast from the past

From the Club Newsletter for April 1979

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At last month's Committee meeting we discussed a letter from Roger Ballard who brought forward some very good points about our runs - e.g. map reference of the event location, the need to leave info at the start for late-comers and to give more details in the Newsletter about the finish or event. We accepted these very valid points and will attempt to improve the situation in the future. On the car front, the hood that Owen Legg arranged to be made for Bernard's Chummy is excellent and makes a world of difference to the car. We should be seeing the car on the road in the near future. Willie McKenzie is making a superb job of making his sliding roof by hand and his car is nearly ready for some interior trim.

LIST OF MEMBERS CARS AT 8-4-79 (46 MEMBERS, 55 VEHICLES)
THIS MONTH'S MEETING - 16mm Film Show of rare pre-War motor films.

YEAR	MODEL	MEMBER	YEAR	MODEL	MEMBER
1923	Chummy	John Harris	1924	Chummy	John Harris
1925	Chummy Chummy	Bernard Cowley Jim Burry	1926	GE Cup	John Harris
1927	Top Hat	John Harris	1928	Fabric Saloon Chummy Tractor conv.	Phil Whitter Phil Edwards John Harris
1929	Chummy Chummy	John Dibden Adrian Gilbride	1930	Box Chummy	Gary Munn Richard Collins
1931	Mulliner Sal RN Box SWB Box SWB Box SWB Box	John Page Richard Cressey Bernard Cowley Roger Ballard Dave Kenny	1932	Box Box Box Box Tourer	Richard Cowell John Harris Paul Beckett Alan Wiseman Martin Jervis
1933	Box Box Box Box Tourer Tourer	Hugh Knott Lawrence Riddeal Reg Stones Steve Guy Brian Pledger Tony Pattemore	1934	Arrow Box Box Ruby Ruby	John Harris Willie McKenzie Jack Bond Glyn Llewellyn Chris Smith
1935	Opal Ruby Ruby Ruby Nippy Tourer	Dave Tanner Phil Whitter Max Field Richard Cowell Nigel Ricardo Brian Boarer	1936	Opal Milit Tourer Ruby Ruby Ruby Ruby Ruby Ruby	Vic Steel Richard Hornby John Harris Paul Beckett Clem Orman Malcolm Page Geoff Kingsland
1937	Ruby Ruby Ruby Ruby	John Harris Merville Gover C Udall Richard Cowell	1938	Ruby Ruby Big Seven Big Seven	John Page John Stone Clem Orman Reg Stones

THIS MONTH'S EVENTS - Swanage Run: Meet Wimborne Square 10.45
Daffodil Run: Meet church on Ringwood by-pass at 8am
Wardour Castle Run: Meet Wimborne Square at 11am. PHIL WHITTER



NEW MEMBERS

It's not often new members cars come so well advertised, but James Long from Wareham bought the 1937 Opal featured in the Bournemouth Echo recently that so many members brought to Club Night! Hope to see you both in the flesh soon.

(NB The picture shows the dealer, not James - Ed.)



FOR SALE

Early RUBY (1935) AYC 818. Reluctant sale of this very original car due to loss of storage. Needs some TLC to put it on the road but basically very sound. Comes complete with some shiny new spares including wiring loom and a set of new tyres+tubes. £1500 ono. Ring Shiela Crump 01590-683538 or Phil for further details on 01425-475558.

1933 Chrome Rad A7 2 seat Tourer red on black. Runs well, used regularly. £6,500. Ring Andy Walls on 01202-490276.

TRIP TO Le MANS

Sun May 28 - Fri June 2

Estimated cost for car & 2 passengers £293 to include ferries, dinners, 5 nights accommodation. A circuit of the race track is possible (100FF). However, you will need to make your own ferry booking. Contact Dave Burris on 01703-292768 for further details, latest prices & arrangements.

CLUB FAMILY NEWS - STOP PRESS

NEW SPARES ADDITION

News just in - BIG congratulations to Phil & Hilary Whitter on becoming grandparents for the first time. Rhys Michael Whitter was born on 23 March at 6.12 am and weighed-in at 6lbs.14oz. Mum Leanne is doing very well and Keith is said to be as proud as punch.

TREBS

oO CLUB DIARY Oo



APRIL

- Sunday 16 April** **CLUB RUN ***1 WEEK EARLY** David & Bobby Burris' Solent Run. Meet at The Vines, on A30 at Ower, for lunch (leaving at 1.30) or Ringwood Car park at 10.30 am for 10.45 off.
- Thursday 20 April** **CLUB NIGHT** Noggin 'n Natter, spares
- Sunday 23 April** *****NO CLUB RUN*****
- Thursday 4 May** **8-til-LATE** Fox & Hounds, Canford Bottom, Nr. Wimborne

oO FUTURE EVENTS Oo

- 6/7 May** **Beaulieu Spring AutoJumble**
- Thursday 18 May** **CLUB NIGHT** Talk on Brownsea Island
- Sunday 21 May** **CLUB RUN** Foot Tour of Brownsea Island with picnics - bring MODERNS (parking in Old Orchard multi-story carpark, Poole best) and meet at Brownsea Island Ferry kiosk (near roundabout) between 10am and 10.30 - more details next month.
- Friday 2 June** **BEACH B-B-Q** Branksome Chine
- Saturday 3 June** **HIGHCLIFFE CASTLE pre-1900 RALLY** - A7s very welcome - free admission in the afternoon - just turn up.
- Thursday 15 June** **CLUB NIGHT** Club Concourse and Club photo-shoot.
- Sun 18 June** **SPYE PARK RALLY/COPYTHORNE RUNS**
- Fri/Sat/Sun 7/8/9 July** **DA7C SWANAGE RALLY**
- 24/25 Sept** **DA7C's PROPOSED SW COAST-to-COAST RUN** (Weston Super Mare to Swanage) If interested, please see Bernard for numbers.

THE 'WHITE KNUCKLE BOAT RIDE' DAY AT THE RM CAMP, WILL BE HELD ON SATURDAY 8TH JULY.

The R.M.S.B.S will be joining forces with the RM at Hamworthy to make a bigger and more varied event. Attractions will be: Side stalls, games, face painting, war wound make-up, bouncy castle, kiddies carts, pony rides, boat rides, water slide, displays etc. BBQ available, hamburgers, hotdogs, beer and refreshments for sale at NAAFI prices.

Cars to meet at the above address at 11.15 am or at the Yachtsman Pub 11.30 am latest. As this is a secure military establishment, a list of adult names (2 only per vehicle), number of children, car reg. numbers will have to be handed to the military security by 24th June latest.

Entrance free!

*DA7C members wishing to attend please advise **Brian Wilbourne** on 01202-692541*

HAPPY MOTORING

