DECEMBER 1979

DORSET AUSTIN SEVEN CLUB

THE COMMITTEE CORDIALLY WISH ALL MEMBERS A VERY MERRY CHRISTMAS

CLUBNIGHT

THURSDAY 20th DECEMBER AT THE NAGS HEAD, RINGWOOD: BRING YOUR WIND UP GRAMOPHONE AND/OR 78 RECORDS

EDITORIAL

Everyone in the club seems to be busy restoring cars and trying to get them on the road for the traditional "1st Rally” - the Daffodil Run. Gary Munn with his '26 Chummy, Chris Smith with his Ruby, Phil Whitter with a Ruby and also Willy McKenzie with a Ruby. I am assured all these people will be on the road next season. Terry Jefferies got the bargain of the season when he recently bought a 32' Box Saloon which will be a fairly straight forward restoration, though he doubts if he will have it on the road next year as he is hoping to move shortly. We should have some very good turnouts for our events next year with all these "new” cars coming on. How about dropping me a line with a report on your progress?

The Barn Dance proved to be a great social success (I have not seen

any figures yet so 1 don't know how it ended up financially). About 40 people arrived at the hall at Wimborne, which we had decorated in festive style with balloons, a Christmas tree and candle light. The ‘Caller’ was a real cockney comedian and he had no trouble in persuading everyone to join in. A very nice ploughmen’s supper was served at 9.30 pm followed by a mince pie, then more dancing until 11-30 pm. Altogether one of the best social events the club has had. I hope we can arrange a similar thing next year. Many thanks to John Stone and his family for their hard work in organising everything, also to those people who helped in the preparation of the hall particularly Phil and Hilary Whitter for lending us their own Christmas decorations and tree.

ED

SECRETARIAL RAMBLINGS

I recently met two people locally with unusual Austin 7's, John

Hobbs of Ringwood has a Taylor-bodied A7 of 1928 vintage, which he bought recently in Bournemouth. It is a two seater sports bodied seven (see A7CA Magazine 1977 D) and from the photos he showed me it looked in good condition. I also met Doug Briggs of Ferndown who has a 1930 Swallow Special. He was telling me when he bought it 14 years ago it was a trials special which had hydraulic and "fiddle" brakes. He first set about completely stripping it down and then built his own body around the attractive Swallow radiator cowl. From the photos it looks as if he has done an excellent job. A few weeks ago I went to Alexandra Palace Autojumble. One thing I have noticed recently is that A7 spares on stalls are getting harder to find whereas a little while back there was always the odd stall full of A7 bits. However, I think we are fairly lucky with the plentiful spares available from the 7 workshop A7CA and Kirby Wiske.

BERNARD

SUBS ARE DUE

This is the last newsletter you will receive if you have not

renewed your subscription. Subs are £3.00 excluding assoc. mag. Or £4.75 if you want the association mag as well. Please send your money now to the treasurer, Lawrence Rideal, 36 Diprose Rd., Corfe Mullen, Broadstone.

NEXT MONTHS COMMITTEE MEETING – 3rd January The Tyrrells Ford at 8.30pm

EDITORS DELIBERATE MISTAKE

It was stated in last month’s editorial that we were looking for a

Pub in the WAREHAM area for our meetings. Sorry, this of course

should have read WIMBORNE area.

TRIP TO FRANCE AT EASTER

The SOLENT Austin Seven Club are once again organising a trip to

France leaving Southampton for Cherbourg on April 3rd 1980. The   
return trip can be any time after the Easter weekend but not during the weekend. Price for an Austin Seven, £28 return and for adults and

children £3.50 return. 1st night to be spent at a site 15 miles   
from Cherbourg and from there on to Mont St. Michael 100 miles from Cherbourg. You can either camp or 4 berth caravans are available at £9 a day for 4 people. There are already four cars going from the Dorset A7 Club. If anyone is interested in joining us please let John Page (Christchurch 473207) know by the 1st January at the latest. Our programme in Franco may not be exactly the same as the Solent.

THE AUTOJUMBLE AT ALEXANDER PALACE

NOVEMBER 11th

Bernard and Phil arranged to meet Gary and I at our house at 6 am on Sunday, the day of the Autojumble. I remember the time as Gary mentioned it on and off for about five days beforehand, probably because getting up early isn’t one of my major attributes.

Came the big day and the first I knew about it was the usual kick in the ribs by Jane and the comment that the front door bell was ringing! Yes, 6 o'clock on a dark and cold morning, I couldn't imagine that Bernard and Phil were on the doorstep looking as if they did every day of the week. Gary poked his head out of his room and we managed to leave by 6.20 in Bernard’s car with Phil’s trailer full of goodies trundling along behind.

It was a lovely run to Ally Pally and we arrived there at 8.20

with plenty of time to set up the stall and then to snap up a few bits

before the public came in. Gary's first buys were two half shafts for the Chummy, both perfect, at £5 each. We all made some decent buys during the course of the day including a complete mag. engine at a fairly reasonable price. One very nice thing about this autojumble is that it is under cover, with central heating would you believe! We all walked about without our coats when outside temperature was near zero. There was even a cafeteria serving meals.

After a very interesting and enjoyable day we left for home with Phil's trailer groaning under the weight of the stuff he had bought, “In case it was needed”. The weather was OK until about half way home and then the rain and wind started, a real storm for the rest of the trip. How Bernard drove through it I don't know, he's certainly a damned good driver!

Gary and I would like to thank Phil for the use of the trailer and Bernard for the lift, also for their company, it made a marvelous

day out. I would recommend it to our members for next year, it’s well   
worth it.

DEREK

EXTRACT FROM THE SCOTTISH AUSTIN 7 NEWSLETTER OCT.79

SUBJECT – BEAULIEU AUTOJUMBLE

Big Daddy - our leader, related a strange talk of an anonymous tip-off about a yard containing 6 or 7 Austin Sevens. So after having cleaned ourselves up and BEFORE we had eaten we set off in search of the dreaded Baby 7s.

A journey of Jackie Stewart driving through the winding roads of the (New Forest) and initiative navigating that would have put a blind man to shame, and we had found a group of ramshackle buildings, looking as if they could contain anything from dead human beings to dead Austin Sevens. Some precarious acrobatics with human ladders and voila! half a dozen Austin Sevens in various states of repair. Straining to see better, teeter, teeter, CRASH! I never realised brambles could be so uncomfortable.

We immediately proceeded to rouse the next door neighbour from his   
evening meal in order to ask to whom the cars belonged. We were

directed to a 'Noddy train'. Rushing to time Law-mobile we took off in   
a cloud of dust.

You should try, at some time in your life, asking someone in England at 9.30 p.m. where you could find the ‘Noddy Train'. The looks ranging from startled astonishment to amused tolerance were well worth the embarrassment. Anyway, we found the Noddy Train, the driver - Jeff told us he was in the process of restoring the Austins, and that he did not really want to sell any of them.

On hearing that the three of us were going to sleep in a three-man tent in a car park overnight, this hospitable gentleman offered us his holiday chalet on the beach and proceeded to run us up there - for free - on the Noddy Train. To this gentleman may we proffer our thanks for a very comfortable night.

With acknowledgement to the Scottish A7 Club. – They even come all the way from Scotland to find Austin Sevens in our area! – ED.

RESTORATION OF WL 1133 – 1926 CHUMMY (cont. from last month)

Since last month, restoration has been progressing surely but expensively!! I have now painted the front axle assembly and fitted it back to the chassis, overhauled the steering box and striped painted and rebuilt the rear axle.

The first nightmare with the latter occurred when I found a broken pinion tooth. Having received quotes for £56+ for a new crown wheel and pinion, dad managed to get Sabre Marine of Ferndown Industrial Estate

To build the tooth up and temper it for a mere £6. Having reassembled the axle with the correct mesh I found that on replacing the hubs, all the backlash was lost. Eventually after 3 nights work I cured the problem by fitting another rear hub, and subsequently refitted the axle to the chassis much relieved!! The lest job this month was to strip the engine and now I have just sent off another large order to Austin Seven Services. GARY

(To be continued next month)

RESTORATION OF OW 3654 – 1932 BOX SALOON

I found the car in Portsmouth, and with John Bramwell’s help, and

the use of his van we got it back to my home safely. The next job

was to completely dismantle it. It is surprising how quickly one can   
tear a car apart. So, with the body off, I decided to start by welding new metal into the any holes that should not have been in the floor and inner wings. After the underside of the body had been welded and repainted, I started or the chassis. I renewed the kingpins and bushes, spring shackles and pins, I fitted two new rear springs and had the front spring reset. I decided to have new brake cross shaft bearings made, and they are now fitted, I also had the brake pedal bushed and the fulcrum pin turned down to fit.

The whole chassis was given 5 coats of paint and re-assembled. The next stage is to refit the body, hopefully this weekend. In the 3 years since I finished the Ruby I estimate that the cost of restoring Sevens has trebled.

GLYN

TECHNICAL TIPS

To clean headlamp reflectors, use Jewellers Rouge applied with a piece of soft chamois leather NEVER metal polish.

When assembling the front spring to the axle, first undo the bolt in the centre or the spring and allow the leaves to separate, this makes it easier to fit the spring shackles to the axle, then, cramp the leaves together and refit the centre bolt.

ANNUAL SKITTLES EVENING 9th FEB 1980 7.30pm

We are once again holding our Skittles evening at the Monmouth Ash at Verwood. This is always a very popular event and is being organised this year by Elizabeth Wragg. The cost this year is only very slightly more than last year and includes chicken in a basket £1.50 each or with a ploughman’s 75p. each. It will be a great help if you will reserve your ticket as soon as possible. Cash with reservation please.

