DORSET. A7 CLUB NEWSLETTER FEBRUARY 1983

I am finding it difficult to write this newsletter at the moment as my hands are stiff with the cold after having been on the club run to Sherborne Castle. A report on this run elsewhere, by Glyn Llewellyn.

Our last club meeting was a great success with a large attendance for our auction and it was very nice to see the Boarer family all the way from Axminster. The bidding was seldom fast and furious, but we had a good laugh and managed to sell quite a number of items, all at Bargain Basement prices. The DORSET’S annual 'SALE'

Please accept my apologies for the mistake on the dates in the last newsletter! I don’t know what I was thinking about. You will have this newsletter in time to stop you coming on the wrong day however, thanks due in large part for this to Pat Llewellyn for typing the newsletter and to John Page for production and circulation.

A reminder here to those of you who know of members being annoyed or puzzled about not receiving their last newsletters! It is only because their subs are overdue. I found that I   
didn't get my copy in the post last month and I wrote it! Glyn is just waiting to hear from you and you will get your newsletters and copies of any back issues you have missed, if you want them.

We are very low on material for this month, rather a disappointment but we have found some items which I hope you will enjoy.

I know there is a mass of skilled writers amongst you so please drop a line, an article or a letter.

Thanks for listening. See you soon.

Yours as ever

George Mooney

The following article was seen in the February PWA7C news­letter and is reproduced here with thanks and acknowledgement to the Mole and PWA7C. (This for those who don’t appreciate the virtues of the 3-bearing engine - ED)

THE LOTUS - AUSTIN

Sadly, Colin Chapman, one of motoring's great designers and inventors, passed away on 15th December. As most of you will know, he based his first Lotus car on the Austin Seven and successfully raced it in 750 M.C. events during 1948.

The basis was a 1930 saloon bought for £15 and during the next six months this car was transformed into a highly competitive sports car, The Lotus-Austin.

Briefly, the modifications were as follows:

Chassis side members were boxed with tubular cross members replacing the originals and extensions at the rear to carry modified shock absorbers. The rear springs were set flat, a 4.9 back axle installed with late type Ruby propshaft. Chassis flexure at the front was minimized by an elaborate tubular pyramid bracing and the front axle was of the Ford 8 variety, split to accommodate i.f.s. Steering was modified, also radius arms. The wheel was made by Chapman's girlfriend, incidentally. Brakes were hydraulic by Lockheed and wheels were specially lightened – 21 lbs. complete with tyre and tube, 400 x 15 front, 500 x 15 rears.

Turning to the engine, the 2-bearing unit was dropped after a while due to con rod bending and crankshaft breaking, in favour of a 3-bearing unit with new rods and crank (Available in those days!) The block was bored to + 050 with inlet valves enlarged to 3/16" and exhausts reduced by 1/32", Manifold bores were smoothed, and an alloy head fitted to give a CR of 7.2 to 1. A Stromberg twin choke downdraught carb was fitted from a Ford V8, together with a Nippy camshaft and sump and Ulster valve springs. Cooling was pressurised, the water pump driven off the camshaft; and ignition by Scintilla magneto driven off the dynamo. The flywheel was lightened to 16 ½ lbs., clutch beefed and coupled to a Nippy gearbox.

All this resulted in a rather quick motorcar! In keeping with the Chapman philosophy of 'simplicate and add lightness', the aluminium body weighed only 65 lbs. with the wings complete with strut and sidelamp an astonishing 10 ounces!

With the rebuild taking just under six months, the car was completely reliable in its first season returning figures of ss quarter mile 17 secs, 0-50 mph 6.6 secs, and top speed around 85 m.p.h.

So, a vintage Austin Seven was the basis for Lotus! This little car became the first in a long line of cars which have become synonymous with high performance. Anyone else fancy building their empire on the basis of an Austin 7?

THE MOLE

Sherborne Castle Run

With an icy cold wind whizzing up my right trouser leg, forming small icicles on my knee and rushing back down my left leg, Pat and I sped along through the wind-swept countryside, to meet other club members at Wimborne Square. We arrived five minutes late to find three cars already there. We were shortly joined by two more and decided we must leave for Henstridge where we were to meet up with our organisers for the day, Richard and Margaret Cressey. We were just driving off when this shining, bright, glowing object hurtled into the square, we were all dazzled by the shining apparition before us, and I thought at first that it was a U.F.O. but then realised it was John and Cynthia Page in their Ruby Superlegra. John apologized for being late and explained he had only just finished polishing the car! (have you joined the. Solent John?)

Off we went via Badbury Rings and Blandford, on through Sturminster Newton to Henstridge traffic lights, where we joined forces with the second contingent. After a short break for some members to answer a call of nature (it’s all that polishing), we were off again through the narrow lanes and beautiful villages of North Dorset and Somerset - 8 Austin 7s and 3 moderns. Richard and Margaret had obviously done their homework and took us along super little lanes and tracks. We eventually arrived at the pub, I think it was the Kings Head, where we were made most welcome and told we could order over the food bar. The Landlord was very proud of his selection of beers and real ales, which we proceeded to sample, along with hot snacks and coffee. We spent a very pleasant hour or so chatting and getting warm. Then it was time to be off once more for the short run to Sherborne Castle, where George negotiated a party rate for us, and we all trouped in to explore the ruins, the wind whistled round the hill and we were all soon frozen so made our way back to the cars and after a while made our separate ways home.

Thank you, Richard and Margaret for a smashing day out. Those attending: - Pat and I in the Ruby, Gary Munn, box, John Page Ruby, Phil & Hilary Whitter & boys, Ruby, George, Joy and Sarah Mooney, Ruby, Paul & Emma Mainzer Chummy, Cyril Taylor and family, Ruby, Richard & Margaret with Rosie and Pearl, Jimbo & Mary Clenaghan in modern, Mike Dawson & family in modern, Paul Williams & family in modern, ???? Voce in modern. Glyn

Membership Report

YIPPEE!! GEORGE HAS RE-JOINED AT LAST, SO WE STILL HAVE AN EDITOR!!

Membership now stands at 54 paid up members which is 10 more than last month, some members memory was jogged when they didn't get their January newsletter (including the Editor!). If you’re not reading this, serves you right.

New Member

Welcome to Mr. P. Wormold 17, Delshore Close, Chard, Somerset. Peter has a 1936 Ruby.

Glyn

EVENTS CALENDAR

I made a mess up of the last set of Dates sorry. This lot is POIFECT.

A note here to say that the events committee have tried to ensure a balanced programme of events for both campers and non-campers. It is very difficult to cater successfully to all tastes but we hope you like the programme.

THURSDAY 17th February Club night. Noggin & Natter. Spares night. The season will be on us soon, get those bits now.

THURSDAY 24th February Committee Meeting. Dormers

SUNDAY 6th MARCH Club run. Mystery Destination. Short run. Meet Wimborne Square 10.30 a.m. Lunch at The Avon Causeway Pub at Avon near Hurn.

THURSDAY 17th MARCH St. Patrick’s Day club meeting. Speaker or other entertainment to be provided T.B.A. next newsletter.

THURSDAY 24th MARCH Committee Meeting Dormers

THURSDAY 21st APRIL Club Night Dormers. Activity T.B.A.

SUNDAY 24th APRIL Provisional date Daffodil run to be confirmed.

THURSDAY 28th APRIL Committee Meeting Dormers

SUNDAY 1st MAY Club run to Portsmouth. Depart Ringwood Cattle Market 10.00 a.m.

THURSDAY 19th MAY Club Night Dormers

THURSDAY 26th MAY Committee Meeting Dormers.

FRIDAY 27th MAY Camping for Spring Bank Holiday for 3 days in the Cotswolds. Depart Ringwood Cattle market 6.30 p.m. Ring J. Page for further details.

SUNDAY 5th JUNE Club run to The Hawk Conservancy at Andover depart Ringwood Cattle market 10.00 a.m.

SAT/SUN 11/12th JUNE CALDICOT rally., Contact events committee.

THURSDAY 16th JUNE CLUB NIGHT DORMERS

SAT/SUN-18th/19th JUNE BERKLEY CASTLE RALLY contact Events committee

SATURDAY 25th JUNE Evening run to Sir Walter Tyrell Public House at Cadnam. Depart Ringwood Cattle market 7.30 p.m.

SUNDAY 3rd JULY Beaulieu Rally

SUNDAY 10th JULY Club run to Warbarrow Bay. Picnic. No Pub stop. Depart Wimborne Square 10.00 a.m.

THURSDAY 21st JULY Club Night Dormers

SATURDAY 23rd JULY Evening Run. Depart Wimborne Square 7.30 p.m. Destination T.B.A.

THURSDAY 28th JULY Committee Meeting Dormers.

AUGUST 22nd - 30th incl. Holiday run, North Wales. Further details from Glyn Llewellyn or Gary Munn.

SERVICES

MUNWELLYNS - A7 Mechanical Repairs and Restorations. All work undertaken. Ring Glyn on New Milton 613080 or Gary on Bmth.745951

Austin Seven Brake Relining Service

Set of 8 shoes, any year (Exchange Service) £15.25

Clutch linings and rivets 1923/36 £ 8.50

Clutch linings Borg & Beck 1936/9 £ 8.50

Exchange Borg & Beck clutch plate 1936/9 £10.50

All prices include postage and VAT. Service by return of post from: Bernard Cowley, 232 Rempstone Road, Merley, Wimborne, Dorset Tel Wimborne 887666

Mig, Spot and Gas Welding by skilled technician done at your home by arrangement or in workshop. Contact Chris Smith at Ringwood 78066.

Car trailer for Hire. If you need a car too this can be arranged with or without driver. Competitive rates. Contact Chris Smith on Ringwood 78066

SALES

1982 CZ 175 3,000 miles used 7 months like new. Genuine reason for sale. Ideal for work. Save £150 on new machine, £250 contact George Mooney 0202 425989

Growing family? Bunk Beds 2'6" wide spring interiors like new £47.50. George Mooney 0202 425985

1964 Morris 1000 Convertible. Tidy condition. MOT Sept. 83, Tax. March 83. £850 ono. Glyn Llewellyn, 10, Woodvale Gardens, New Milton. New Milton 613080.

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SPARES REPORT -

Response to circulating an order form with the mag. was not very good. I seem to sell more spares with people ringing me up and collecting them than I do at club night. Never mind, the main thing is that you get the-items you want when you want them, although sometimes we do get caught between "stocking up" times.

Phil Whitter

NEW STOCK. INCLUDES

Early/Late spring U bolts and 14 mm and 18 mm plugs

packing pieces. 17" and 19" rim tapes

Spokes All sizes of piston rings.

Front and Rear Shock. Absorber bolts Ruby door lock covers.

. Engine- mounting bolts.

Front starter ring gear. Wheel nuts.

Bonnet corners. Girling kingpins and bushes

All stepped studs Gearbox cover gaskets

Gas/Ignition plates in alloy .

Don't forget those, moulded rubber seals for Ruby windscreens as original at £7 each.

CHUMMY POSTER

Only a couple left of the classic sepia print family outing £1.20 each. On sale club night.

CAR DISCOVERIES

Recent "car finds" by members are: -

1939 TALBOT SPORTS WITH ALUMINIUM BODY ASKING PRICE £300

1939 SERIES E 4 SEAT TOURER PRICE. UNKNOWN (same place)

1934 MORRIS. 15/6 SALOON COULD BE CHEAP SAY £50 UPWARDS

All are complete vehicles needing restoration, -the-first two are in North Dorset and the last near Christchurch. -- More details from Phil Whitter, Ringwood 5558

LOOK! LOOK'. LOOK! LOOK! LOOK! LOOK!

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SPECIAL CLEARANCE OF DA7C. SWEATSHIRTS

In order to eliminate existing stock, the following sweatshirts, normally priced at £4.75 are offered at £3.75 for quick sale

SIZE COLOUR CLUB BADGE DETAIL

L WHEAT SMALL BROWN BADGE

L RED LARGE WHITE BADGE

M RED LARGE BLACK BADGE

M GREY LARGE RED

Ring Phil Whitter on Ringwood 5558 to reserve yours or see me on club night (but it might be too late)

A7CA MEETING JANUARY 1983

George and I motored up to Great Haseley to represent Dorset complete with a Chummy floor pan acting as an aero foil on top of George's car. Brief details of meeting as follows: -

Secretary Ian Dunford reported that some people had received £35 demands for their A7CA insurance scheme. You must make sure that Direct Insurance Services know it is the A7CA scheme at £20. Mr. Bird or Mr. Morant are "au fait"

REMEMBER - IF YOU ARE NOT A PAID UP MEMBER OF DORSET A7C OR ANOTHER CLUB IN THE ASSOCIATION YOU ARE NOT INSURED

The Treasurer reported a stable financial situation with a balance sheet accounting for over £6,000 for the year. The Editor reported that "Thoroughbred and Classic" award for best article went to Miles Sheppard for his article on the Ards TT.

The Archivist, Phil Baildon, said that there were still plenty of copies of the "Motor for the Million" at £2.50 each. all bodies poster should be out for the summer.

The new registrar for the Pram Hood Register (with 131 cars registered to exist) is Royston Ball, "Jasmine Cottage", Upper Segary, Nr. Chippenham, Wilts.

Neil Bateman gave a breakdown on Longbridge and discussed the problems that had been encountered together with the large surplus of rally plaques and programs. The finances   
had just broken even.,

On the subject of films and video, Joe S Palter reminded us of the Longbridge video that was available and also the A7CA collection of Austin films on a 110 min video for £25.

As this was the AGM the committee was voted back again with the exception of Ian who has decided after ten years that he wants a well-deserved rest. There were many words of   
appreciation for his efforts as he has become recognized as a permanent part of the Austin Seven movement by so many people. He is replaced by Robin Newman and we wish him luck in his demanding post as Secretary of the A7CA. Robin's address is 9, Glendower St.; Monmouth, Gwent NP5 3DG Tel. Monmouth 3970.

Well once again we finish another epic, but with credits to other clubs. I am sure they would like to borrow something from our newsletter! so please let me have something you have seen or written to give all the hard-working EDITORS around the country a chance.

See you around,

George

