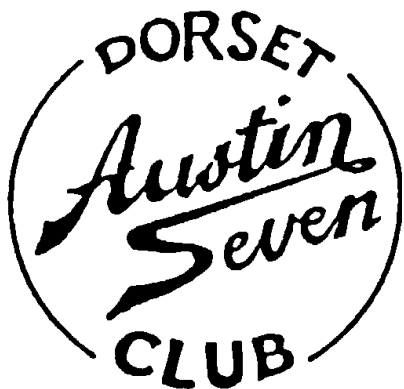




NEWSLETTER

January 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

COMMITTEE MEMBERS 1999

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Treasurer Lawrence Rideal

Membership Secretary John Page

Spares Secretary Phil Whitter

Events Secretary Gary Fatt

Social Secretary Gary Munn

Newsletter Distribution Suzie Fatt

General Committee Roger Ballard

General Assistance Mike Wragg
& Raffles

Newsletter Editor David Whetton

Assistant Editor Peter Trebilco

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FEATURES

CLUB NIGHTS

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

Boys & girls go out to play. A photo-shoot at QE School before our August "BV's Dust & Dung Run to Knoll Gardens". Thanks to Marylin Bridge for the pics.

EDITORIAL

What a disappointment - the real Austin Seven is not in the top ten cars of the Century! If we count the first Mini as the grandchild of the Seven then our cars have given life to the number one - but only by proxy.

I hope Christmas and the Millennium celebrations went OK for you and don't forget - any unwanted prezzies will be gratefully received for our monthly raffle. Talking of Christmas, our annual Not-the-Xmas-Cards collection raised £87 for the "Jeans for Genes" campaign which supports research into childhood diseases centred on Great Ormond Street Hospital for Sick Children. Thanks to Phil for organising it for us.

This month's Committee meeting will be our ANNUAL EVENTS PLANNING MEETING - so please contact any member of the Committee with your views of what you want (and what you don't want too!) It is very difficult planning in a vacuum. Also, any ideas for new Runs

will be welcomed - you don't have to organise the Run or the route, just give us the idea. However, volunteers for the odd, one-off run would help spread the load and increase Members' involvement. And don't forget the Newsletter - perhaps we could all make a MILLENNIUM RESOLUTION to write one article/letter/technical tip or organise one outing or find one speaker. The effect would multiply and make for an even more interesting Club.

Whilst I'm in an appealing mood (!), I'm running out of suitable photos for the front page. Please have a rummage - all will be returned (eventually, Bishops!)

Have a brilliant year Austin Sevening and don't forget - they are meant to be used!

David

Deadline for the next issue is 28/01/00 . Please send material to me by post, fax or E-mail or pass it over to the Editorial Team at Clubnight.

SECRETARIAL

I hope you all had a very merry Christmas and I suspect, like me, you have now got a few pounds to lose. The new Millennium is here and, after all the hype, I must say it doesn't feel very much different from before. But isn't that always the way?

There are lots of rallies, events and trips organised for this year so no excuse for not getting plenty of use out of our Austin Sevens.

Three events in particular appeal to me - the French trip at Easter (*now fully booked-up - Ed.*), the Isle of Wight rally on the 24/25th. June and, of course, the big one at Gaydon of which more news later.

Before any of these, however, we have the "Not-the-New-Year-Day" run on 23rd. January plus, of course, a run EVERY MONTH on the Sunday following Club night.

Well, that's all from me and I look forward to seeing you at Club night.



Glyn

GARY'S PRE-XMAS SPIN, PRE-XMAS LUNCH & WILD-LIFE SAFARI

19th. December 1999

We gathered on a cloudless day at the back-end of the Nineties to do the Winterbournes and a boat. The journey was very cold but we were soon warmed up by the warm welcome, a pint or three and the hot roast lunch at the "Slurping Toad" on Poole Quay. The upstairs room had been beautifully laid out in party fashion by Gary's bar-colleagues with balloons, crackers and party poppers to add to the pre-xmas mood. It was good to see Bernie had not lost his appetite since the Euro-tour as he seemed to be devouring his whole family's meals!

Suitably fortified we all then made our way to the moored conservation vessel Ocean Defender run by the charity Earth Kind. We learned such

fascinating facts as a seal can take your arm off with a single bite (it leaves bacteria in the wound against which we have no defence!) and saw a very big engine in an interesting and informative tour by the chief engineer Derek. No men overboard - but there could have been - no gang-plank!

You wouldn't have been able to tell from my poker countenance, but it was OK and it was really good to see everyone.

Thanks to Gary for a well-organised and unique day out. Happy New Year everyone -

Paul Henwood



GREETINGS From the

Hello David, yes I know, but so busy (it's not an excuse!) Martine, The old Dog (Max) and me, want to past our wishes to all the DA7C Members. I will try to contact you soon after New Year. Kind Regards, Christian (Belgium) **VSF/Srt@baf.mil.be**

Best wishes for a Christmas and the Millennium: Matthew Cheeseman. **matthewcheeseman@hotmail.com**

Best wishes to all Club Members from Bidy & Gordon and a sincere thank you to the organisers of the Christmas Dinner, especially Gary whose first year it was. Everything was perfect. **bidgord@cwcom.net**

SOUTHAMPTON CITY NEWS SUPPLEMENT OCT'99

25 years of twinning between Southampton and Le Havre are celebrated with a vintage car rally. The photo shows David Burris outside Le Havre's Civic Centre.



Where are we on Lead?

Over the past year, this Newsletter has carried several articles on the Great Lead-free Debate as it developed. I thought it would be useful to summarise the position as expressed in many other publications and to offer some market research findings.

OPTIONS

The 1st. January 2000 has arrived, 4-star as such is no longer available and therefore we have to do something. There are 4 options:

- continue with LRP which is 4-star octane with anti-wear additives which are not lead-based.
- use "2-star" basic unleaded with separate additives
- do nothing - i.e. use "2-star" basic unleaded
- have new hardened valve inserts. (This is not as expensive as some have warned. Only exhaust seats have to be done at about £25 each but I have not read of anyone in the movement who has it done to an Austin 7.)

THE PROBLEM

Lead provided protection against VALVE SEAT RECESSON in which the hot exhaust valves bash their way down into their seats in the top of the block. The block is mainly damaged by this process. Many words have been written about

how much wear we can expect and under which conditions the problem is acute.

THE AUSTIN SEVEN

The general consensus is that the standard Austin Seven engine will be virtually un-affected because:

- ✓ it was designed for 2-star/unleaded petrol
- ✓ our revs are usually under 3,500 rpm
- ✓ the temperatures in a side-valve are relatively low
- ✓ the spring pressure is relatively low
- ✓ we do not go at high speeds for long periods of time
- ✓ lead "memory" may last for 30-40,000 miles

ACTIONS REQUIRED

- LRP - no further action
- un-leaded/no additives: retard timing slightly, regularly check tappet adjustment (every 1000 miles). If there is a significant reduction then an additive is called for. Some cast iron blocks may be "soft".
- un-leaded plus additives: retard timing slightly (except Miller's*), stick to one product as they use different, non-compatible bases.

THE ADDITIVES

The FBHVC has endorsed only 4 products: Millers

(Continued on page 6)



Lead on the internet



Although the unleaded gas of today is superior in formulation and refining to that of the past, and has some octane additives, one still may have to retard the ignition a little to avoid pinging, although pinging isn't usually a problem in low compression engines. Further, unleaded DOESN'T have the storage life of leaded. I have experience with it going sour in a few months over winter and getting very smelly. Best way to overcome this is to add half volume of leaded, or use a storage additive which over here is available from FORD, and perhaps now GM. But unless the car is out of use for several months, fresh gas added during normal, even occasional use, seems to stop the souring process. Instead of your rather vague star rating system used for gasoline, over here we use specific octane numbers ie 87(regular) 89(mid grade) 90-92(hi grade) You must also remember that a higher octane number doesn't mean a better gasoline, rather it means the gas is formulated to burn SLOWER, and therefore control the flame spread in the combustion chamber, allowing ignition to be advanced further for more efficiency, and perhaps less tendency for high compression engines to ping on a hard pull. This has nothing to do with lead additives. If an unleaded gasoline has an octane rating range of that of leaded, then its ability to produce power is the same. But the unleaded burns cleaner, producing very little carbon build up for the same engine operation time.

Showers@acncanada.net

(from Vancouver via those international surfers Biddy & Gordon)

(Continued from page 5)

VSP-Plus, Red Line Lead Substitute, Superblend 12/zero lead 2000 and Valvemaster. However, on a visit to two of my local motor accessory shops, I could only find these UN-endorsed products:

Redex £4.50. 50ml to 40 litres 1.25ml/litre 2.3p/litre

Wynn's £5.25 325ml to 75 litres 4.3ml/litre 7.0p/litre

Comma £3.75 400ml to 50litres 8ml/litre 7.5p/litre

ValveGuard £2.50 250ml to 250 litres 1ml/litre 1p/litre

With these prices, it is cheaper to use an additive with un-leaded petrol than to use 4-star LRP. *Of the four endorsed products only Millers VSP contains an octane booster.

WARNING

Do NOT use additives with LRP - it doesn't do any good, might do harm mixing base-substances and costs a fortune!

David Whetton

The Lead Debate

There is a DETR web-site:

www.environment.detr.gov.uk/unleaded/index.htm

and an "Unleaded Petrol Information Manual - 3rd. Edition" published by Autodata:

Fax 01628-770385 or E-mail on:

sales@autodata.ltd.uk

Editorial note - all this is un-proven and there are as many "experts" as solutions. The DA7C cannot give you advice on what to do. But please write & let us know of your experiences to share with others. We would especially welcome any news on prices and availability of the endorsed products - Ed.



CLUB FAMILY NEWS

YOU NEVER KNOW

Have you ever started talking to someone and then realise they are not who you thought? Well Glyn Llewellyn was at the Club Christmas Dinner and walked up to Gordon Brown who he has known for 20 years. After chatting for a short while, 'Gordon' said to Glyn, "I'm not Gordon, I'm Dave". What Glyn did not know, despite the 20 years, was that Gordon had a twin brother!

STICKING HIS OAR IN

Congratulations to Paul Perry who recently took part in the British Indoor Rowing Championships held in Reading. Paul came 9th in his age group. I suppose being indoors does have its advantages. At least you don't get wet - except for the sweat!

CLUB PROMOTION IN SPAIN

Dave and Bobby Burris have gone to their friends in northern Spain for Christmas and New Year although I understand the weather's not much warmer there than here. Still I'm sure they're having a great time. Whilst in Spain, Dave will be promoting the club as he's taking over T-shirts and caps as presents, all proudly embossed with the DA7 Club logo.

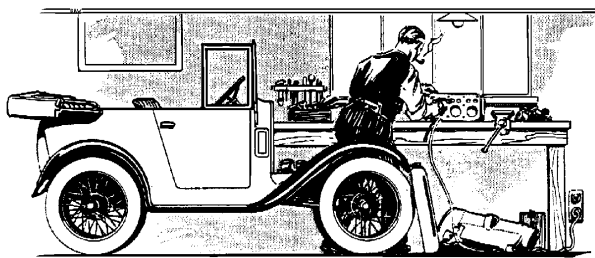
GETTING IN TRIM FOR CHRISTMAS

I almost walked passed Mike "Same Old Faces" Wragg at the last club night - He'd just had his hair cut and beard closely trimmed ready for the festive season. Take care Mike, you know what it did to Sampson!

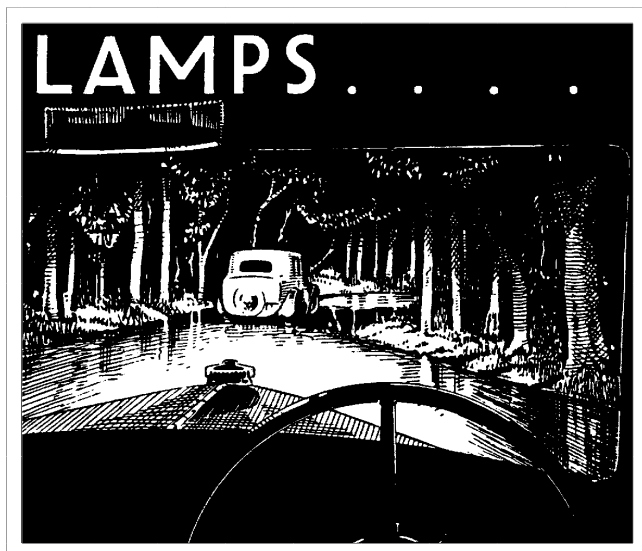
TWO NEW PROJECTS

Barry Goodman's has started not one but two new projects. The first is a Box which, when he bought it, had been sprayed with red lead. Not being sure of what was underneath he laboriously stripped off all the paint only to find that everything was quite sound! When finished, the car's going to have a powder blue middle with the top and bottom being in black. Can't wait to see it on the road. And his other project? That's an A35 that had been off the road for 31 years. The engine wasn't seized so Barry put in some new plugs (well two had been missing), a gallon of petrol and a battery and 'Hey Presto!' she started with no problem! Apart from a

(Continued on page 9)



technical torque



The title of this section may puzzle some people. "I can understand the battery occasionally needing attention," they will say "but why the headlamps? What is there to do beyond cleaning the glasses occasionally?"

The answer is "To get the best results very occasionally check the aligning and see that the bulbs are not blackening and need replacing. It is a good plan at the beginning of the winter to give the lamps the once-over, not only so that they will give the best possible driving light, but to prevent their dazzling other road users." So many cars are seen on the road with lamps out of alignment, illuminating the tops of houses and trees much more effectively than the road. Yet a few minutes work with a spanner and screw-driver would put this matter right.

Two things are necessary if your lamps are to give the best results:

1. They must be aligned so that they direct their beams straight ahead, i.e. parallel with the road and with each other.
2. Genuine Official Lucas Bulbs must be fitted as these are arranged to suit the optical characteristics of Lucas reflectors.

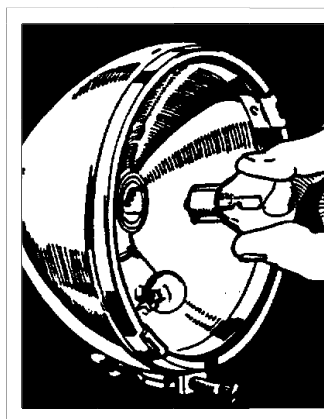
Checking the Alignment.

The simplest way of checking the adjustment of the lamps is to take the car on a straight, level stretch of road at night and examine the direction of the beams. Are they parallel with the road and with each other? If one appears to be out of alignment, adjust as follows:- Slacken the single fixing nut at the base of the lamp, and move the lamp on its universal mounting to the required position. finally locking the adjustment by tightening the fixing.

FOCUSSING.

In order for the lamps to give a parallel beam, the filament of the bulb must be as near as possible to the focus of the reflector. If the filament of the bulb is behind the focal point of the reflector, the beam will be divergent, while on the other hand if the filament is in front of the focal point, the beam will be convergent, with a dark area in the centre of the beam. In either case, the lamps will have a poor range and will cause dazzle to approaching traffic.

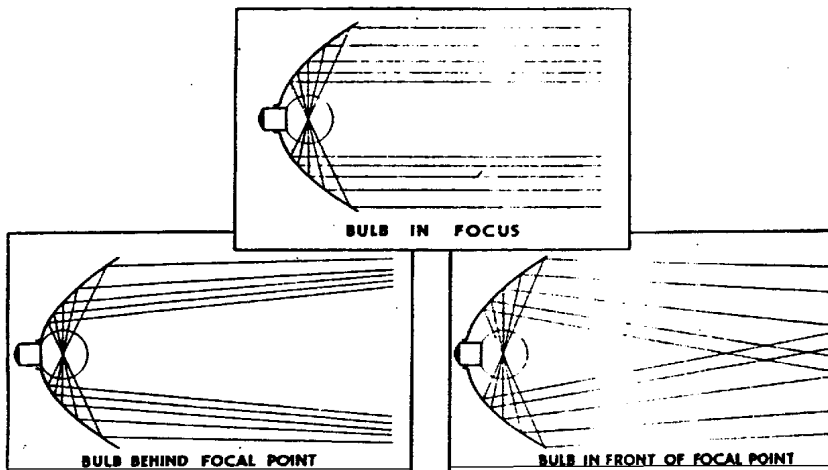
Before lamps are despatched from the Works the bulbs are carefully focussed to give the best results. Provided the correct number Genuine



Lucas Bulb is fitted as a replacement, it should not be necessary to disturb the setting. If, for any reason, this is not obtainable, and an ordinary bulb has to be used, it may be necessary to re-focus as follows. Focussing involves moving the bulb backwards or

forwards along the axis of the reflector until the best lighting is obtained. Cover up one lamp while testing the other. If the lamp does not give a uniform long-range beam without any dark centre, the bulb needs adjusting. To do this, remove the front and reflector and slacken

(Continued on page 8)



(Continued from page 7)

the clamping clip at the back of the reflector.

After each adjustment, note the effect with the reflector and front refitted. When the best position for the bulb holder has been found see that the clamping screw is tightened. With some types, alternative locations are provided for the bulb in its holder. Try each position for the best result.

ANOTHER METHOD OF CHECKING ALIGNMENT AND FOCUSING.

If you can park your car on a flat space in front of a garage door or a wall so that the head lamps are at least 25ft. away, then the aligning and focussing can be very easily carried out without taking the car on the road. It is essential that the car is square with the door or wall. The lamps should be aligned so that the horizontal axis of the oval light area is level with the centres of the lamps. The vertical axis should, of course, be central with the front of the car.

DIPPING REFLECTORS.

The majority of the lamps are fitted with the electrically -operated "dip-and-switch" scheme. With this arrangement, the near-side reflector is arranged to dip to the left and at the same time, the offside lamp is switched off. The dipping mechanism calls for no attention . whatever. There is nothing to adjust and no lubrication is required.

CHANGING OVER FOR THE RIGHT-HAND RULE OF THE ROAD.

In countries where the rule of the road is right-hand (instead of left-hand, as in the United Kingdom), the dipping reflector can be arranged to dip vertically or to the right. Reflectors which

are located to the body by a screw at the top of the reflector rim, have an alternative screw-hole, for use when the reflector is required to dip vertically. With the type of reflector located on three supports, fitting the reflector so that the slot marked "R" engages with the top support causes it to dip to the right. If cars fitted with "dip and switch" reflectors are to be used for any length of time in countries where the rule of the

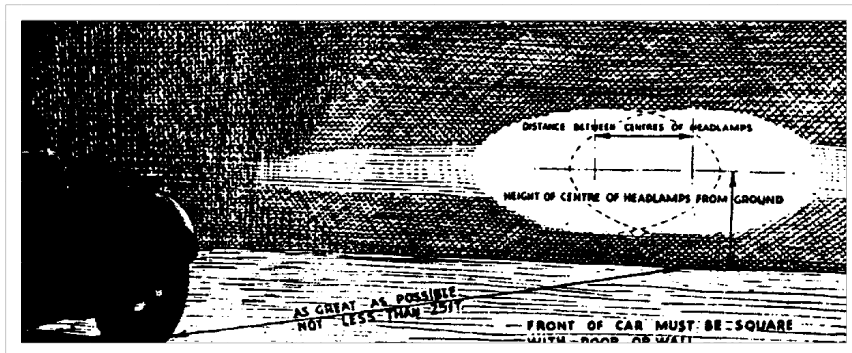
road is right-hand, it is advisable to interchange the headlamp reflectors. This involves slight modifications to the wiring, which are best carried out at a Lucas Service Depot.

CLEANING LAMPS.

All Lucas reflectors are protected by a fine transparent colourless covering, accidental finger -marks can be removed with chamois leather or soft cloth without affecting reflector surface. Never use metal polishes. Only a light polish with a soft cloth is necessary.

Clean ebony black lamps with a good car polish. Chromium plated lamps will not tarnish and only need wiping with a damp cloth occasionally.

from an un-named, "period" article but clearly Lucas



generated. - Ed.

Christmas Left-overs

The Hidden Festive Message came from the answers to the clues:~
Herbert, Bernard, Phil, Picnic, Nippy, Fabric, Chummy, Runs, Beaulieu, Swanage, Petrol, Committee, Baby & Sevens.

Bernard's **Mystery Car** was a Mulliner Coupé

In the Word Search you should have found:~

BLOCK, AXLE, BOX, PEARL, OPAL, RUBY, ULSTER, SPECIAL, TOURER, CHASSIS, GEARBOX, CRANKCASE, CARBURETTOR, CAMSHAFT, ENGINE, SPANNER, HUB, VALVE, CAR, JET.

And the only entry I received for the CAPTION COMPETITION was from Jeff Bridge.
IRATE LADY PASSENGER: "Do you have to change gear quite so often?" - A free pint awaits next Club Night, Jeff.

CLUB FAMILY NEWS *(Continued from page 6)*

few rusty bits the car's fine although Barry did complain that the exhaust had a hole in it!

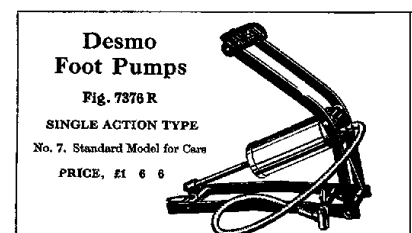
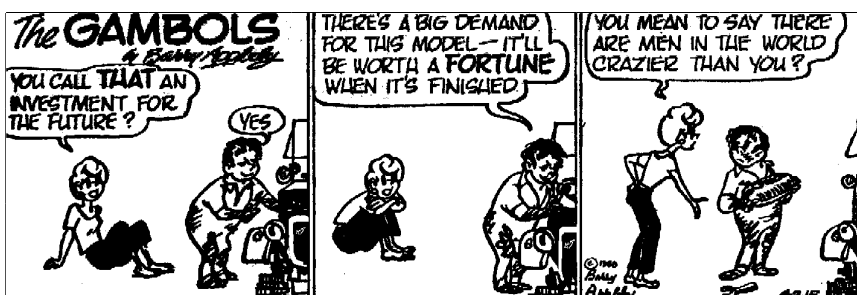
SLOW DO

Joe and Linda Bishop's 2 Seat Tourer has been just got back on the road after being out for 6 weeks whilst its speedo was being renovated. So much for getting professionals to do a job for you. Joe had sent off the Speedo to be calibrated after a minor repair only to get it back in a worse state than before it went. Still, with a little 'encouragement' by way of a furious letter, all was eventually put right. But to take 6 weeks, it hardly lived up to its name as a 'speedo', more like a

NEW GRANDPARENTS²

Congratulations to Anne and Willie McKenzie who became grandparents on 10 December when their daughter gave birth to James Robert. We send our warmest wishes to James and his proud parents Sarah and Dale. Also congratulations to John and Cynthia Page on the birth of their grandson Joe Ilan (it's Welsh) who was born on 22 November, so his birthday is 22/11/99. Joe weighed 7lb 6oz. We wish him and his mum and dad, Bethan and Steven, our best wishes.

TREBS



THE WAY WE WERE - a blast from the past

From the Club magazine for January 1979

21

HAPPY NEW YEAR!

Providing I can get it working this should be the first newsletter printed on our electric Banda duplicator.

The wind-up gramophone concourse at our December meeting proved to be a great success with nine entries and the winner was DAVE TANNER with his Columbia.

Nobody has written with any item of interest for some time, so what about something to stop me scratching for a change. Surely some of you must have had some interesting experienced or technical tips to pass on. John Page has progressed well with his Ruby "hack" and recently purchased two 450x17 Avon tyres off the shelf from Motorway Tyres.

We have decided, if possible, to have a road run every month from April to October and also one weekend away during the summer. The only problem is fitting everything in with such a crowded events calendar.

This month's meeting - "BROKEN BITS" evening.

Forthcoming events:

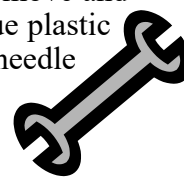
April - Swanage Run

May - Wardour Castle Run

June - Caldicot Rally (South Wales A7C)

TIP OF THE MONTH from Phil Whitter

If a car is not used for a long time you can find that the petrol gauge does not work. This can be caused by the needle sticking to the rubber stop. Rather than have to remove and dismantle the gauge, at the bottom of the gauge is a small hole through the blue plastic 'window'. A thin piece of wire can be pushed through this hole and the needle dislodged from its resting place!



"Oh Henry, don't you just love these great open spaces?"

PUNCH 1931

Dunlop Base Bar Alignment Gauge Fig. 6783 R



The base bar type consists of a drawn tube base bar, two cast columns and chromium plated adjustable pointers, one marked off in easily readable calibrations. Can be adjusted for width of track and height of hub.

Model AG/10 with 9 ft. bar.	PRICE ..	£10 0 0
Model AG/4 with 6 ft. 6 in. bar	PRICE ..	3 15 0



NEW MEMBERS

An official welcome to TED PECKHAM from Hinton, Wilts who has a 1930 Swallow. Ted has provided his month's flyer about the London to Brighton Millennium Run.

FOR SALE

1 Pair 'Softride' rear springs, new £60; 1 front 'Softride' spring, good cond. £25; selection of various front springs £15 ea.; 'Twin Spring' ind.front suspension, good cond. £100; Independent front suspension unit - a variation of above fitted with Girling stub axles and strengthened radius arms, £125; 5-leaf front spring, brand new £50; 15" solid centre wheel, sound, £30; 1933-type rear axle, believed sound throughout £300; pre-Girling front axle complete with radius arms and front spring etc. £100ono; late Ruby steering column £30; 1930-type engine, no ancillaries, siezed but otherwise complete £200 (a gift!); Ruby front bumper c/w irons, restorable £20; Bosch magneto Type FF4 fully recon, £225; Ulster dash panel, compound curves, some holes cut, £30; 1929-type fibreglass rad cowl, excellent cond., ideal for special £40; Pair 14" wheels & tyres, good cond. £80. Ring Vince Leek 01985-847658 (wk) or 01985-216632(home). Could be delivered to club nights.

1928 Fabric Saloon - original log book but not re-registered after restoration. Some spares £5,000 Ring Malcolm Norman on 01794-358569 who is handling the sale for an elderly lady. (via David Burris)

FOUND

1929 Chummy Red/black in nice condition found in undergrowth in Fordingbridge area by police. Please check your garage and ring Barry Clarke on 01752-512371 if it's yours!

WHERE ARE THEY NOW?

Help wanted in tracing a 1930 Austin Seven: soft top 4-seater, blue, YD 933 which my uncle owned up to the Second World War. G W Priddle, 42 Trinity Rd., Combe Down, Bath, Som. BA2 5BA (no telephone no given)

ANOTHER MILLENNIUM RALLY:

Haven Street, Isle of Wight - the home of the IoW Steam Railway
24th/25th June 2000

On-site camping & Granny Winter's Café. For all pre-1960 cars. Camping could be extended beyond the two days of the rally. Round-the-Island rally, vintage bus rides, period costume, period music, barbeques.

Contact Mike Carr on 01983-760615

oO CLUB DIARY Oo

January

Thursday 20 Jan	CLUB NIGHT - BREAKDOWN OPEN FORUM run by Phil Whitter. Share your experiences for the benefit of others.
Sunday 23 Jan	GLYN & PAT's NOT-THE-NEW-YEAR CLUB RUN - meet Ringwood car park 10.15 for 10.30 off. (Good old traditional treasure hunt).
Thursday 27 Jan	COMMITTEE MEETING 8.30pm Tyrrell's Ford
Thursday 3 Feb	8-til-Late: The Fish Inn, The Bridges, Ringwood

oO FUTURE EVENTS Oo

Thursday 17 Feb	CLUB NIGHT: Dorset Weather with Mark Ching, local weatherman
Sunday 20 Feb	CLUB RUN: Richard Cressey's Sherbourne Ramble
6/7 May	Beaulieu Spring AutoJumble
Sunday 2 July	750MC Beaulieu Rally

The next Committee Meeting is the big EVENTS PLANNING MEETING for the year. Please see a Committee Member with your ideas/ preferences/ hates so that the Club is doing what you want to do.

Foreign Travel News

Our annual pilgrimage
to France at Easter is
now **FULLY BOOKED.**

HAPPY MOTORING

