June 1980

DORSET AUSTIN SEVEN CLUB

19th JUNE CLUB NIGHT

MEET AT THE CLAY PIPE, SANDFORD, NR, WAREHAM. DIRECTIONS FOR GETTING THERE ARE AS FOLLOWS: FROM UPTON TAKE THE A35 FOR A SHORT DISTANCE TOWARDS DORCHESTER, TURN LEFT ON TO THE A351 S.P. SANDFORD AND WAREHAM AND PROCEED ALONG THIS ROAD TO HOLTON HEATH. TURN RIGHT AT HOLTON HEATH GARAGE S.P. ORGANFORD WHERE, AFTER A SHORT DISTANCE, YOU WILL FIND THE CLAY PIPE.

JULY CLUB NIGHT 17th JULY

TREASURE HUNT, MEET AT THE NAGS HEAD, RINGWOOD 8 p.m.

NEXT COMMITTEE MEETING TYRELLS FORD, AVON 8.30 p.m. 26th June

EDITORIAL

The last month has just flown by, with so many runs and rallies taking place. First there was the South Hants Vehicle Preservation Society's Portsmouth to Bournemouth run which was attended by four cars from our club; followed by the club run to the Mid Hants "Water­cress Line” at New Alresford a week later, a report of which can be seen in this newsletter. The next Sunday found "Dorset" members on a club run to Wookey Hole in Somerset, somewhat down in numbers, but very much enjoyed by those who went. See report in this newsletter. Then, by way of a change, the following weekend was spent camping at Caldicot Castle in South Wales at the South Wales Austin 7 club's "Caldicot Castle" rally. This is a very well organized event, in a beautiful setting and was attended by some fabulous cars; see yet another report. (I can't get over all these articles, keep it up)

Several points cropped up at the last committee meeting on 22nd May. Bernard had received a letter from the Austin Seven Clubs Association, requesting a donation by way of our subs. It was decided that £10 seemed a fair amount.

It was also decided after a lot of debate to go ahead and form the Club into a Limited Company. This is in line with what other motor clubs have done as protection against very large claims that can possibly be made against committee members in the event of an accident. Our treasurer and legal beagle, Lawrence Rideal, has kindly agreed to attend to the formalities and is busy getting estimates; by the next newsletter we may be Dorset Austin 7 Club Ltd.

The July club night is to be a Treasure Hunt, organised by our intrepid secretary Bernard Cowley, who informs me that it is not too difficult, and we should be able to get through it all before it gets too dark. If you can't bring ‘seven’, moderns are acceptable.

GLYN

Welcome to 3 new members Mr. T. Jones, 18, Fernside Rd. Bmth.

Mr. C. Sheret, 79, Northmoor Way, Wareham, who has a 1936 Ruby

Mr. Brent Gillard 648, High Street, Charlton Hawthorn, Nr. Sherborne, Dorset, who has a 1934 Ruby.

Trip to the Watercress Line at Alresford

Having arrived at 10.30 a.m. in Ringwood, a convoy of 6 Austin

7s and one modern car (Bernard & Jackie Cowley being in the latter) set off for the town of New Alresford, which is situated just past

Winchester. John Page led the way, following, for some of the way,
the route taken on the Daffodil Run. The weather was quite bright, with the sun showing its face now and again. The route taken to Alresford passed through some very pretty countryside and, of course, a ford. At this point, Bernard turned semi-bionic and sprinted over the bridge to take a photograph, he was just in time to catch the last car going through it which happened to be Gary and I in the 'Chummy'. Having charged through the water and both Gary and I having been soaked, Bernard quietly informed us that his film had run out! We continued on our journey and only hit the main road just before Winchester. We all trundled along the Winchester by-pass, much to the delight and amusement of the oncoming three-mile queue! In the convoy was a particularly interesting 'Tickford Saloon' which belongs to Jim Celenaghan; nice to see you and your wife. Gary driving the 'chummy', and pop driving the box complete with L plates, but unfortunately Gary would not allow me to drive (AAAH SPOILT SPORT. ED)

Finally, after 11/2 hours, we arrived in Alresford and parked in the main high street. We then all trundled down the road to a pub The Globe which Bernard discovered. The pub itself was situated by a lake and was very pretty. We had several kinds of entertain­ment whilst at the pub - Lyn Smith and myself were 'attacked' by two rather amorous ducks, (lucky people Ed.) who decided that whilst in pursuit of each other, they would run through our picnic. (As I remember, he did catch her! Ed.) After recovering from this, I happened to notice Daniel, Bernard Cowley's son, walking in rather an awkward way. Unfortunately, Daniel happened to be carrying quite a large amount of the lakes mud, due to his falling in it. Luckily
John Page’s family managed to supply him with a fresh pair of pants.

After a pleasant lunch we all returned to our cars and took a very lengthy trip of approximately 300 yards to the car park of Alresford Station, which was full, and back to our original parking spaces. After recovering from this journey, we all walked around to the station, bought our tickets, and awaited the next train which was to take us on a trip of about 4 miles. After a short wait on the quaint platform, the train pulled into the station, drawn by a marvellous steam engine, which had been beautifully restored. The Dorset Austin 7 Club members managed to fill two compartments, and the rest of the carriages seemed to be filled by visiting cubs and scouts. We pulled out of the station with smoke billowing from the engine (must have been Phil Whitter driving! Ed.) and the traditional puffing of the engine was easily heard. After about 10 minutes, we pulled in at our destination, and everybody clambered out to go and see the steam engines under restoration. The process of restoration was very well organised and all the people, whether employed on the trains, stations or restoration work, are all volunteers.

Whilst walking through the various stages of the restoration work, it struck me that Austin Seven restoration looked a lot easier than that of a steam engine. Several of the engines, which were being worked on were quite rare, and we were informed that only a few still exist in this country. It is therefore very necessary to preserve them, to keep our British heritage, and also our history alive.

Finally, having feasted our eyes on enough parts to sink a battle ship, we all returned to the station and caught the next train back to Arlesford. On arrival, several of us went to the restaurant car, which was situated just outside Alresford station, and suitably refreshed ourselves with tea and cakes. Then, after spending a very enjoyable and interesting day in New Alresford, we all left for home. We drove in convoy for about an hour, and then took our separate ways, hopefully arriving home safely and looking forward to the next expedition.

DEBBIE MUNN

DORSET AUSTIN 7 CLUB BOAT TRIP

A BOAT TRIP HAS BEEN ARRANGED FOR THE EVENING OF SATURDAY 12th JULY, SEE ENCLOSED ENTRY FORM. PLEASE RETURN THE FORM TOGETHER WITH YOUR MONEY TO ME AS SOON AS POSSIBLE.

A REMINDER OF SOME FUTURE EVENTS

22nd JUNE Berkley Castle A7 Rally, Bristol A7 club. If you would like to camp at this rally, a number of members will be leaving Ringwood on Saturday 21st June at 9 a.m. Meet in the first lay-by on the Salisbury Road out of Ringwood. Opposite the garage.

25th JUNE Little Gore Farm, Gore Road, New Milton, evening rally H.C.V.C. I understand that the Paris bus will not be making its usual run to Keyhaven this year, but we are usually sure of a warm welcome from the Davis family.

28th JUNE Solent A7 club's pre-Beaulieu Bar-b-que.

29th JUNE Beaulieu National A7 rally 750 motor club.

4th JULY Dorset A7 club Bar-b-que at John Bramwell’s, New Milton at 8.30 p.m. It is hoped to organise some driving tests. See entry form this newsletter for more details.

JULY 12th Dorset A7 club evening Boat Trip to Isle of Wight leaving Keyhaven (Nr. Milford-on-Sea) at 7.30 p.m. sharp. If you want a pint in 'The Gun' first, come early. Entry form enclosed.

JULY 13th Lytchett Matravers Steam Rally.

JULY 17th Dorset A7 Club Night. Treasure Hunt.

JULY 20th Flight Refuelling sports day and Fete. Entry Forms enclosed.

AUGUST 17th Swanage Autofair 80

JULY 27th Dorset A7 Club run to Warbarrow Bay Dorset, Leave Wimborne square at 10,30 a.m.

AUGUST 2nd/3rd Alderholt Steam Rally, Nr. Fordingbridge. Some DA7C members are camping at this event,

AUGUST 10th Dorset A7 Club run to the open air museum at Singleton near Chichester, an ideal run for the family. The museum consists of old buildings which have been moved to preserve them. There is also a reconstruction of a charcoal burners camp, an old Pottery and many other exhibits, set in lovely rolling downlands; also ideal for picnicking. Leave Ringwood Cattle Market Car Park 10 a.m.

WOOKEY HOLE RUN JUNE 1st

Sunday morning dawned fine yet again and the intrepid 7s gathered in Wimborne Square. A little down in numbers this time (perhaps members don't like to take their cars too far!) There were John and family in the Ruby, Glyn and Trevor also in a Ruby, myself and family in the Box, Gary in the Chummy and Phil arrived in the Ruby with Hilary just as we were setting off. We had arranged to meet Richard & Margaret Cressey on route.

We made good time and arrived at Wookey for 12.30 p.m. As there was no suitable hostelry in the area I knew of a rather nice pub a short distance from there - but there was one snag it was up a long winding 1 in 4 hill. We all just struggled to the top - I might add it was the first time that I nearly had to disembark passengers. Mind you, I had 5 up! The pub was certainly worth a visit for enthusiasts of real ale - there were 5 different types to choose from. We then went (Fortunately) down the hill and were directed to our own 'spot' in the car park. We needed 20 to make up a party but there were only 16 of us. Just imagine all of us trying to corner unsuspecting people as they were going in and asking them to join us! Luckily the ones we asked did not mind so we got our party rate. The caves were certainly worth a visit and were good value for money. After going through them there were other items of interest to look at including the original papermill that the village of Wookey grew up around and we were shown how the paper was made. Also, there was a fair­ground, animal museum and a storage area for Madame Taussard's heads and bodies.

In all a very enjoyable day. Were certainly looking forward to the next run. P.S. All the cars ran well including a certain smokey Ruby.

Bernard

RESTORATION OF CMK 201 cont. from last month

Last month I said that to reach the deadline for the French trip at Easter I had left myself two weeks for the interior, two weeks for the mechanics and two weeks on the road.

Firstly, the interior. The panels on the door and rear end were all tatty and the three-ply had rotted around the edges. The leather and rexine was carefully removed and the remains of the panels used as a pattern for the new panels out of 3 mm exterior ply using a jig saw

New upholstery wadding was put behind the leather, together with

new elastic for the pockets end the panels were carefully recovered

with the original materials with the exception of the panels around

the front ventilators where used green Lionide. All panels were fixed with domed head plated screws with cups.

My next major problem was the flap open rear windows. These had been sealed many years ago with plastic and aluminium beading, but fortunately the original sealing rubber and metal sandwich pieces

were still there. The nearest match to the rubber was a skinned
neoprene strip from Edgware Motor Accessories and this was fitted using an overlap measured from the original. I had saved a good set of frames glass and catches from two Rubies I scrapped twelve years ago. The hinge brackets on the frames were missing so had to visit Glyn for a pattern and these took a day to make by hand and carefully rivet onto the frames. Glazing rubber was obtained from Auto Glass in Wolverton Road and the excess trimmed with a Stanley knife. Looking for a means of making the seal really water­proof I came across Dow Corning "Auto" black silicone rubber. This is the ultimate flexible seal (same as bath sealer) and I have uses three tubes on the car. Its best use is around the sunshine roof where it will never crack or go brittle and you can even use it for gaskets - why pay for fancy Hematite instant gasket – it’s the same stuff! I forgot to say that when I put the panels back, I used green Purflex draught excluder also from Edgware.

Next step was the sunshine roof and I managed to strip off the topping, replace rotten timber in the frame and replace the original topping on the repaired frame. At this stage I was ready to have a go at the headlining and 'Hidem' band which I had purchased from Woolies (2½ yds. of headlining cloth left me ½“ to play with at the end of the job. Two strips for tacking were machined on and two small tucks across the lining to line up with the crosspiece in the roof. Using cut tacks (not boxes of Challenge tacks - they car square section and will fall out when you hit them) the whole lining was carefully positioned and tensioned and then the excess trimmed off. New strips of Lionide covered ply were made for around the sunshine roof and fixed using brass escutcheon pins as original. These pins were also used to fix the trim sections around the rear windows and at the top of the doors. Headlining cloth was next fixed to the sliding roof and the rear corners of the car and around a new ply panel for the rear window. The tack line was then hidden using Hidem band - this is the stuff that closes over the tacks. By now I was a week behind schedule and working to at least 1 a.m. each day. Fortunately I was able to retain the remainder of the original interior trim such as seats and repaired carpet edging.

To be cont. next mouth. Phil

CALDICOT CASTLE A7 RALLY.

On Saturday 7th June at 9.00 a.m. we met John & Cynthia Page and Gary in Ringwood and set off for Caldicot Castle in South Wales. At Warminster we stopped for a cup of tea and met Bernard Cowley and half his family in the Box, and Jackie and the other half and camping gear in the Mini. We left Warminster and travelled, without mishap to Caldicot via the M4 and the Severn Bridge.

We arrived at the rally site at about 1.00 pm and pitched our

tents under the trees overlooking the castle and rally site. As
it was then lunch time, Gary, Glyn and I decided to walk to the pub which was conveniently only 100 yds. up the road. After a very nice ploughman’s, we went back to the tents and were waylaid by one of 'the organisers who belonged to the scouts. He was in a bit of a state as he had laid on a parade with the scout band to draw attention to the rally, but he did not have any cars to put in the

parade. So we had no choice but to offer our services. The parade
consisted of the Scout Band, 99% Dorset Austin Seven cars, and one Welsh A7, with a man walking behind with a sandwich board advertising the rally. We went round the town and back to the rally field much to the delight of the spectators.

At about 2.30 we decided to go out and see some of the Welsh countryside. We went into Chepstow and then stopped at Tintern Abbey and had a look round the local antique market. Back at the car park, we stopped the grockles dismantling Gary’s car and continued on to a lovely little place called Symonds Yat. We went across the river Wye on a little ferry operated by one man pulling on a wire suspended in between banks (what cars as well? Ed) and, when on the other side, we walked up a very steep path to Symonds rock. After catching the ferry back, we made our way back to Caldicot with a short break to rescue John Page who ran out of petrol. Back at Caldicot, Richard & Margaret Cressey and friends had arrived and had pitched their tent nearby.

By this time it was 7.00 p.m and nearly time to go to the Barn dance which was organized by the S.W.A.7 club so we had a quick meal and on to the dance. The Barn dance was a good laugh although we were all feeling a bit weary as we had travelled 100 miles to Caldicot and then done another 70 miles that afternoon not counting rock climbing and sightseeing.

The day of the rally dawned bright and sunny, which brought Gary out bright and early to polish his car. After a good breakfast cooked in the open air we all took our cars to their appropriate places on the field. There were about 60-70 cars entered including three Rosengarts which are French A7s. Bernard's children entered the drawing competition which seemed to keep them occupied while we went round the Autojumble stalls as usual! (what do you mean Ed.)

Our trailer returned home with a bit more weight than when it arrived!! In the afternoon, we went round the castle which was very interesting and were back in time to hear the judging. Sarah Cowley won a cup for the best drawing in the over 12s, Richard Cressey came second with his 1931 Box Saloon and we received second prize for our 1934 Ruby, John Page won a cup for the driving tests so the Dorset did very well. (Of course, Ed)

It was then getting on for 6.00 p.m so we made a start for home. The journey was made more interesting by a hot air balloon descending into a field beside the motorway. We were highly amused to see a herd of cows galloping up to investigate. After a cup of tea by the wayside near Warminster, we all went our different ways home after a very enjoyable weekend.

Pat Llewellyn

MYSTERY TOUR

We are hoping to have a short mystery run reminiscent of the Iron Horse. Don't bother to clean your wheels before this

run!! DETAILS IN NEXT MONTHS NEWSLETTER.

DORSET BAR-B-QUE

WE ARE HOLDING OUR ANNUAL BAR-B-QUE AT JOHN BRAMWELL’S AGAIN THIS YEAR AT 8.30 p.m. ON JULY 4th. HIS ADDRESS IS ST. JOHN’S ROAD NURSERIES, ST. JOHNS ROAD, BASHLEY, NEW MILTON. IF YOU DON'T KNOW

THE WAY, YOU CAN MEET UP AT THE SOMERFORD HOTEL CAR PARK, (WHICH IS SITUATED NEAR THE SOUTHAMPTON RD. END OF THE CHRISTCHURCH BY-PASS) AT 8 p.m. AND JOHN PAGE WILL LEAD THE WAY. ADMISSION £1. PER HEAD INCLUDING FOOD, COFFEE & BEER. BRING A BOTTLE TOO IF YOU WISH. BRING YOUR OWN GLASSES PLEASE. WE HOPE TO ARRANGE SOME DRIVING TESTS WEATHER PERMITTING.

NAME …………………………………………… ADDRESS …………………………………………………

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No. of People attending ...... . . . . . . . . . .

At £1 each (includes food, coffee & beer)

I enclose cheque/PO payable to Dorset Austin 7 club to Glyn Llewellyn 10, Woodvale Gardens, New Milton, Hants.

Or pay at the gate.