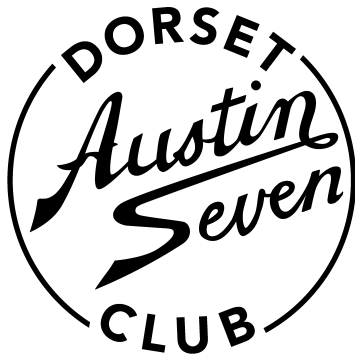




NEWSLETTER

June 2000



The Motor for the Million
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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

This month we feature a pic taken by CHRIS TUCKER (2CV Club) whilst on holiday in Alyth, Perthshire this year. The photo shows a dentist's A7 van parked outside his surgery in the High Street
Thanks for taking the trouble Chris - nice one!

EDITORIAL

Some reminders this month - we have not been too good at letting organisers know our intentions. First, see Bernard if you want him to book you B&B in Weston-super-Mare for our SW COAST-TO-COAST over the weekend of 23/24th. September and secondly, don't forget to book in for our SWANAGE RALLY on 8/9th July. Brian Willborne would also like to hear from you if you intend going on the WHITE KNUCKLE RIDE in Poole on the same weekend.

And some new dates to put in your diaries - Roger Ballard is organising a visit to the perennial BREAMORE HOUSE MOTOR SHOW on Aug Bank Hol Sunday 27/8/00 (see p.12), Ben Trimby is offering to organise a return visit to LONGFORD CASTLE in August (see p.12) and the Mason-Smiths are holding their famous PRE-BEAULIEU BBQ on Sat 2nd. July (see p.11). But they all need to be told if you're going. Play fair - it's a lot of hard work they are putting in for our benefit.

This month we have TWO letters! One from Belgium to boot!! Penelope Pitstop reports on Dorset Dave's latest adventure and Trebs gives us all the goss. The pictorial article on the Club's Beach Barbecue breaks new editorial ground as it was written less than 24 hours after the event (sooner if the beer hadn't been so good!) with the aid of the Club's new DIGITAL CAMERA. Hopefully this will give a more immediate feel to the Newsletter as pictures from the month's events, including our monthly run, can be included in the same month.

Bags to do, lots to see, places to go - but remember the Editor's plea - if you do it in an Austin 7, tell us about it!

Happy Sevensing,

David

Deadline for the next issue is 23/6/00 . Please send material to me by post, fax or E-mail or pass it over to the Editorial Team at Clubnight.

SECRETARIAL

A reasonable crowd of 'Dorsets' met on Poole Quay for a club trip to Brownsea last month. The rain just managed to stay away most of the time and we enjoyed a guided tour. Some of us then had lunch at the Slurping Toad on Poole Quay where we met up with Gary Munn (who works there!). Hopefully a report appears elsewhere in this newsletter.

I hope that this awful wet weather is going to improve very shortly as Pat and I have dug out our tent and camping gear for use at Spye Park and also the Isle of Wight rally to save taking our caravan and two vehicles.

It was nice to see George and Joy Mooney's Cambridge Special all repainted and resplendent with new doors and hinged bonnet last club night - really looks the ticket now

George and, as Joy told me, "When one gets to George's age you do need doors"

Do try to bring your Austin 7s along to this club night as our club photographer, Barry Goodman, will be there with his Box Brownie at the ready to snap the car and driver. Don't forget to say 'Stilton'. This will be followed by a light hearted concours.

There is not a club run in June as that weekend finds the Dorsets supporting two events. Bristol Club's Spye Park Rally, and the Copythorne Fete. Hope to see you all club night.

Glyn

BROWNSEA ISLAND

-The Tour 21st. May 2000

Twenty one hardy members of the DA7C gathered on Poole Quay on a blustery and showery Sunday morning to board the ferry for a short trip across the harbour to Brownsea Island.

The first stop on the Island was a welcome visit to the café to top up with coffee and other hot beverages before our guided tour. Our guide was Peter Moore, a volunteer warden for the National Trust, who met us at the church to commence our tour.

The route taken on the Island covered mainly the southern half which, in the opinion of Peter, is the most interesting and includes the best panoramic views over the other islands of Green, Furzey, Round and Long as well as the Purbeck hills. A glimpse of Corfe Castle can also be seen from a couple of vantage points.

Other places of interest on the tour included the pottery site, known as Maryland, the stroll along the southern shore and the first Baden Powell Scout campsite. It is worth mentioning that one member of our group managed to spot a red squirrel but most of us spotted at least one deer.

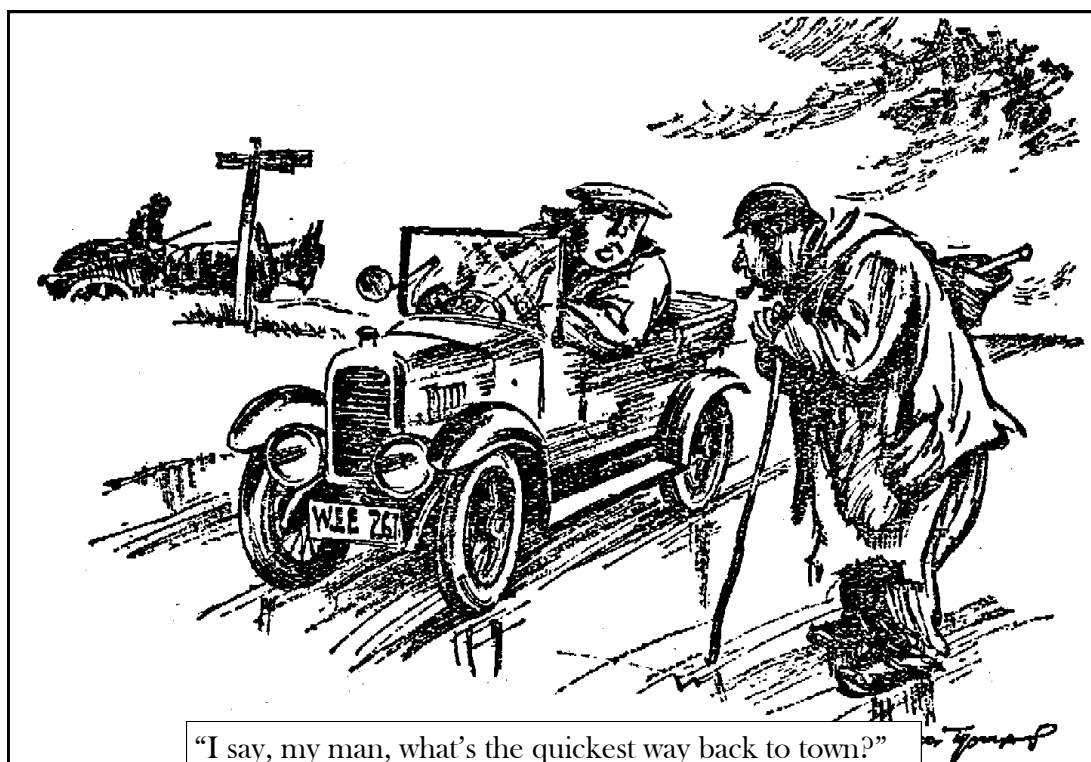
A complete tour of approximately three miles should take about one and a half hours but for some strange reason our group took two and a half! Maybe this has something to do with the speed of Austin Sevens relative to today's modern traffic.

To everyone's surprise, the return ferry went the long way round the harbour passing all the other islands *en route* - a very pleasant surprise which really did put the 'icing on the cake' to a perfect day.

Our thanks go to Peter Moore for a most informative tour and to Gary and Suzie for making all the arrangements.

Marion & Ben Trimby

many many thanks to you both for taking the trouble to write a report of a unique day out - Ed.



"I say, my man, what's the quickest way back to town?"
"Train, zur, Oi say."

The Not-Quite-the-Beach CLUB BARBECUE

2nd. June 2000



Over 30 intrepid DA7C troopers managed to frisk the night away at the annual club barbecue in spite of a biting wind off the sea. This was our first visit to

the Poole Social Services extremely large beach hut at Branksome Dean Chine complete with parking, a large function room, kitchen area, patio and, most



welcome, toilets.

Peter and Michelle Trebilco not only came in their Ruby but were seen having their meal sitting on the retaining wall. Less

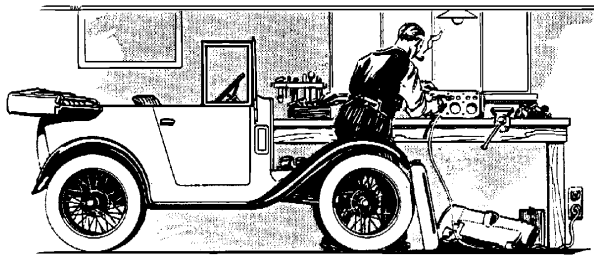


hardy types snuggled down indoors to a night of bon-hommie, good BBQ fare, quite a lot of good drinking and a heap of good conversation. There were many grandchildren, big children and old children and everyone had a ball. Thanks to Bernard, Roger and other members of t'Committee for arranging and providing the BBQ. Another cracker!



David Whetton
(trying out the new editorial digital camera)





technical torque

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

(Continued on page 7)

Committee Business

SPARES NEWS - Phil has acquired a few new old stock Remax Chummy-style rear lights. Very original looking even down to the period box. Only £10 each so hurry, hurry, hurry!

SWANAGE RALLY NEWS - Club special advanced booking fee of £4.50 runs out on 30th June so see Lawrence this next Club Night.

EDITORIAL NEWS - T'Committee has acquired a very un-Austin 7 digital camera. This should help get news and pics to you by the speed of light. (See this edition's BBQ report for example)

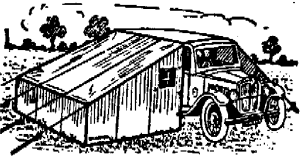
RUN NEWS - Our very own SW Coast-to-Coast Run (23/24th.Sept.) is seriously under-subscribed at only 9 firm bookings so far. The run will still go ahead of course but if you do not contact Bernard before or on the next Club night you will have to arrange your own B&B in Weston-super-Mare. Details last month.

THE BOOK OF THE AUSTIN SEVEN
By GORDON G. GOODWIN

Here is a book that will save money, time and trouble. It explains, in detail, how every owner driver can undertake ordinary adjustments, overhauls and running repairs with the minimum of trouble and expense. A book that every Austin 7 owner should make a point of obtaining. **2/6 net.**

Order from a bookseller or direct from
PITMAN, Parker Street, Kingway, W.C.2

THE MOTOR TOURIST TENT



This model has been made for Motorists. No garage or hotel bills to pay. The tent is complete, the car cover being joined to the walls. Full curtain doorway on car side. Two netting windows with inside blinds for ventilators. Dimensions: Height of front 6' 6" Height at rear 3' 6" Size of car cover 11' x 7'. Floor area 7' x 7'. Complete with two 6' 6" joined poles for front and two 3' poles for rear, pegs, mallet, etc., in bag. In good quality white duck. Heavy rubber ground sheet to fit.

Green proofed duck	50/6
Carriage	70/-
Heavy rubber ground sheet to fit	9/6

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BLANKS 303 GRAY'S INN ROAD, KING'S CROSS, LONDON W.C.1

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Technical Torque (Continued from page 6)

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

TIP OF THE MONTH

If you're fitting a high lift or performance cam, then you need to modify the cam follower by shortening it at the top. If you don't, then it will not be able to maintain contact with the cam.

Thanks to George Mooney





PIT STOP



MOUSE BACK ON SONG

MALLORY PARK 4th JUNE

After two months of heartache, a doubtful Dave was once again on the grid at Mallory where the Mouse had let go its first valve at the end of last season robbing a devastated Dave of first place in the Championship. After the second, identical disaster in the very first race of this season, a determined Dave had re-built his engine for a second time in less than 3 months.

PRACTISE

The Mouse only lasted 4 laps in practice. "I thought history was repeating itself" said a dispondent Dave. But, pulling into the pits, whipping the bonnet off revealed number 1 plug hanging by its lead still complete with its Helicoil insert which had been thrust out of the aluminium head. Back in the Paddock those make-and-mend stalwarts, The Windleys, produced a bottle of magic Loctite 211 and glued it all back together again. "I knew A7 engineering was pretty basic" said a disbelieving Dave, "but GLUE!!?"

THE FIRST RACE

In spite of keeping all its plugs in place, the first race was very disappointing with the Mouse only managing 4200 rpm max and leaving a disappointed Dave a miserable last. However, that wiley old engine builder, Tim Mayall was soon at hand and, listing to the engine declared the fault to be nothing more than tuning. On further inspection the reason

soon emerged - the inlet valves had been timed by the pistons being 2" from TDC *rising* instead of falling! Lunchtime was spent re-timing all the valves and with minutes to spare a dazed Dave was back on the grid without all the popping noises of the morning.

THE SECOND RACE

"I couldn't believe the difference" said a delighted Dave. "The Mouse was its old zoomy self again". From the back of the grid, Dorset Dave got off to a flying start zooming around a startled Jean Rees in true HHaakkiinnenn style and fought his way up the pack. For the last 5 laps it was ding dong all the way with wheel-to-wheel racing against Ian Allen in

a UNC two classes above the Mouse. "The best day's racing yet" said Dave through a grin as big as Dorset "First in class and fastest lap taking a whole second off my previous best at Mallory." Go boy, go! - but will the glue hold?

Penelope Pitsop



CLUB FAMILY NEWS

LIFE'S A BIT EASIER NOW

Reported in the April Newsletter was the fact that George and Joy Mooney were getting their Cambridge mysteriously modified. All was finished in May so they brought it along to the last club-night. Did anyone notice any of the subtle but useful changes? The biggest change was that two small doors have been added to make it much easier to get into when the hood is up. Less obvious was the bonnet which is now hinged by the windscreen and more subtle (well in fact only noticeable to the driver) were changes to the throttle: The linkage has been replaced by a cable and the inner skin has been altered to allow a foot to easily get to the accelerator. I didn't know you had such

(Continued on page 9)

LETTER BOX



Hello David,

Some news from the continent, I read this warning on the website from "Austin Seven Club Deutschland". I will try to have more information about that bl***y stuff! But I give you this Info for what it is.

"NEWS"

For all of You who want to take their Austins to France and make a little trip there: Be aware of the fact that the unleaded fuel types in France are not suitable for classic cars. Aggressive ingredients attack rubber and/or plastic and cause damage to Your cars." (Oldtimer Markt - Magazine).

Now, I want to give you my experience for that fuel problematic. It's more than five years that I drive my Seven with unleaded fuel in Belgium – France & UK. I respect the following tips:

- * Only make use of 98 octane unleaded fuel
- * Never use premixed Super unleaded fuel (you don't know which additive or quantity)
- * Use a recommended additive as RED LINE or other brand
- * Don't never change a winner (good additive)
- * Tune your engine as well that you can and check your valve clearance regularly

These tips are which we apply in Belgium for a long time and which are officially recommended by the Belgian Club Association from this Year. This fuel problem is more harmful for the Classic cars & Race cars, than for Pre-war cars. The only thing that you must attempt with the unleaded fuel, and it happened to me too, it is that after a certain time of use you may have some deposit (for example painting) lost in your fuel system with the consequence of fuel stopping in the leading, fuel pump or carburettor. After a deep cleaning of your system it will be solved.

I hope that the experience of this long use of unleaded fuel will give to the DA7C Members a better mind about that "Problematic". I drive my car for about 30,000 Kms during 5 years without any problem just one time an adjustment of some of exhaust valves. Don't panic, Our Seven has a good engine, most of us don't have a race car, don't worry ... be happy!

See you soon! - **Christian**

Dear David

May I use the pages of the Newsletter to thank everyone in the DA7C for their recent good wishes following my little accident at work. I had lots of phone calls, visitors and cards - it is a privilege to belong to such a friendly and caring club. I'm well on the mend now and will see you all at club night.

Jeff Bridge

Club Family News (Continued from page 8)

big feet George! All the changes have been very well executed and will make regular use of the Cambridge much more acceptable without significantly changing the appearance of the car - Nice one.

IN THE FAST LANE

Dave and Bobby Burris have swapped their 1934 Morris Minor two seat tourer for a 1974 Spitfire (car that is, not a plane!). They've still got their Ruby and Pearl but Dave said he just couldn't resist it, and he ended up with money in his hand as well. There'll be no stopping him now.

WATCH OUT, THERE'S A SUZIE ABOUT

A note for your diaries. Make sure you're not driving around the Bournemouth area on Monday evenings between 5pm and 7pm. Suzie Fatt's learning to drive and that's the time when she's hav-

(Continued on page 10)

THE WAY WE WERE - a blast from the past

From the Club Newsletter for June 1979

21

June certainly seems to be the month for A7 rallies - S Wales Caldicot Rally, 750MC Chrystal Palace Rally, the Essex A7C Extravaganza and the Berkeley Castle Rally of the Bristol A7C. Also in June, the Solent A7C is holding its annual Barbeque at Ower with camping and live entertainment and the following day is the 750MC Beaulieu Rally.

Roger Ballard went to the A7 auction in Devon where five A7s were sold - a 1928 Fabric saloon £300, a '31 Box for £550, a '33 Box for £125 (rough), a '36 Opal for £280 and a '36 Ruby for £200.

Bernard Cowley

RUN REPORT by Roger Ballard - The Bristol A7C's Easter Rabbit Run. I set off early Easter MONday with some female company to find the BA7C camping site at Farleigh nr. Hungerford from where 9 A7s set off very soon coming to a steep hill which the Ruby in front of me failed to negotiate and had to go up in reverse. We visited several parts of the Avon and Kennett Canal including Cleverton Pumping Station which has an under-shot water wheel driving the pump. We had lunch at Bathampton followed by a walk down the last of the tow-path through Bath. A very interesting day enhanced by John Fitch who organised the whole weekend being so knowledgeable about

CLUB FAMILY NEWS (Continued from page 9)

ing her lessons. You have been warned!! Seriously, hope it all goes well Suzie, and the 'L' plates are off soon.

ANNIVERSARY FEVER

We've got a number of milestone wedding anniversaries at the moment. On 23 May it was Jackie and (chairman) Bernard's coral anniversary (that's 35 years I'm told), on 18 July Marlies and Richard Bishop's celebrate their 30th anniversary, and John and Gay Weaver celebrate their golden wedding on 5 August. Wishing you all a happy time from all your friends in the DA7 club. Congratulations.

NEW PROJECT

Back in September 1992, 'Your Classic' featured the full restoration of an Austin Healey 100 by our club member Tony Thomas. This was his dream car that until then he had only fantasised about - he had previously only bought a radiator grill which he had hung on his wall wondering..... Well that car was finished and, along with his Ruby, Tony was content. But you know what it's like, after a time you get that urge again! Well, he's started restoring another Austin Healey.....

GET WELL SOON JEFF

Jeff and Marilyn Bridge were unavoidably absent from the last clubnight because Jeff had just had an accident at work and had broken his upper arm as well as hurting his hips and knees. We all send you our best wishes Jeff and hope you're up and around soon.

CHRISTMAS IS COMING!

I couldn't believe my ears when Gary Munn announced at the last club night that the Christmas party had been booked for 9 December. Still it's good to get it in your diaries now, as that time of year is always busy. It's hoped that the Tyrrells Ford will offer bed and breakfast at a very special rate so that people can have a drink but not have to drive. Instead, when the time comes just amble up the stairs to bed and have breakfast laid on in the morning. Sounds nice, doesn't it. No doubt more of that nearer the time.

TREBS



FOR SALE

TYRES 3.50x19" old and well-used but they passed an MOT only a couple of months ago.

Must be worth a fiver each! Ring Vernon Pell on 01202-396663

1933 BOX excellent condition, maroon over black, leather interior. Only 3000 miles since total rebuild. £6,500. Ring Tery Jeffries on 01425 616372

WANTED

Dorset Dave is going back to basics and needs a late Ruby head (14mm plugs) to replace current dodgy modern ali substitute. Ring 01202-848743 or bring to Club Night.

PRE-BEAULIEU BBQ AT HOLLYBUSH FROM 6 PM till late on SATURDAY 2nd JULY 2000

All DA7C members and friends are invited to Pam & Ian's at Hollybush Cottage, Barrack Lane, Crow Hill, Ringwood (2 mins. from Elm Tree Pub)

We will provide the place, the music, the heat, salad and pud, plus soft drinks and coffee/tea. You bring - yourselves, something to put on the BBQ, booze (if required!) and good cheer. There's plenty of room for the children (and even babies too!)

On the Sunday, we plan to meet at Hollybush for a drive over to Beaulieu together leaving about 8 am! There are some rooms, camping and floor-space for those travelling too far (or celebrated too deeply!)

All are very welcome - but please phone with numbers ASAP [01425-473949 or E-mail Hollybush@compuserve.com]

DIRECTIONS

FROM A31: leave at the Shell Garages signed-posted BURLEY. After 1.2 miles first turn right; right again after 20 yards [CrowlRingwood]. In about 1 mile ignore left turn and cross cattle grid; after 0.6 mile turn left into BARRACK LANE [signed to Methodist Church]

FROM RINGWOOD: take lane next to Texaco Petrol Station (opposite former Copper Kettle) . Keep straight, over disused level crossing, after about 0.5 mile, turn very sharp right into BARRACK LANE.

Hollybush Cottage is 3rd house on right in BARRACK LANE. Another 150 yards and BBQ field gate is on right.

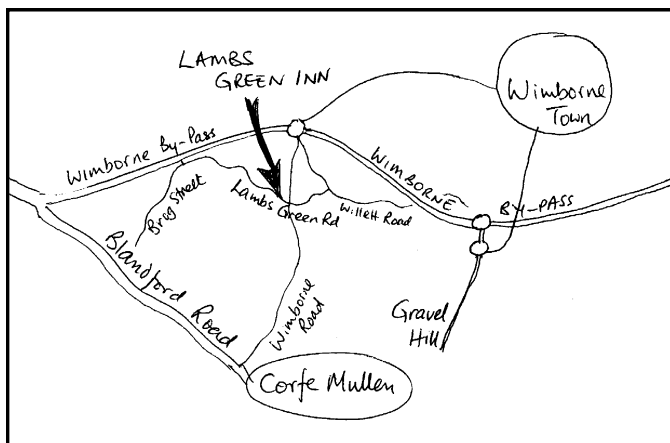
oO CLUB DIARY Oo

June

- Thursday 15 June** **CLUB NIGHT Concourse and Photo-Shoot.** Bubbly Prize and free photo of you and your car. SPARES BY ARRANGEMENT ONLY.
- Sat/Sun 17/18 June** **BA7C SPYE PARK RALLY** No convoy - see you there.
- Sunday 18 June** **COPYTHORNE FETE & CLUB RUN.** Meet Dave & Bobby Burris at Ringwood Carpark 10.30am for 10.45 off.

Thursday 22 June **COMMITTEE MEETING** Tyrrell's Ford

Thursday 6 July **8-til-LATE**
Lamb's Green Inn,
Corfe Mullen (See map)



oO FUTURE EVENTS Oo

- Thursday 20 July** **CLUB NIGHT** An alfresco evening of games on the lawn. (Croquet, Boules, Bowls etc.)
- Sunday 23 July** **CLUB RUN & PICNIC IN THE FOREST** plus rounders/softball match

LONGFORD CASTLE VISIT

This residence of Lord Radnor is not usually open to the general public but tours can be organised for parties more than 20.

BEN TRIMBY is willing to arrange another visit for us in August/first week of September but needs an indication of interest.

COST £6 per person
Monday to Fridays only.

Breamore House Classic Motor Show August 27 Bank Holiday Sunday

Greenwood's exhibitions are again running this event. Last year they claim that 1,200 classics attended the event and 7,000 people visited on the 2 days of the show.

Dorset A7 club had a display on the Sunday last year, if you would like to be on the club stand this year and wish to get in FREE please let Roger Ballard know by July club night, latest. If you wish to attend the show for the 2 days or take another classic or have an autojumble stand, contact Greenwoods direct on 01296 631181.

HAPPY MOTORING

