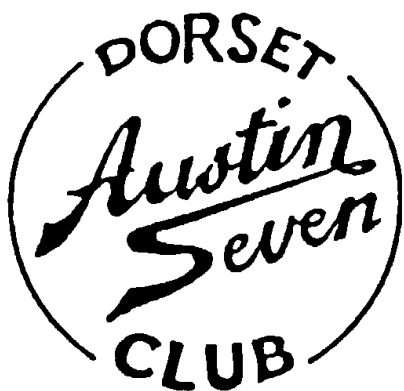




NEWSLETTER

March 2000



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Social Secretary Gary Munn

Newsletter Distribution Suzie Fatt

General Committee Roger Ballard

General Assistance & Raffles Mike Wragg

Newsletter Editor David Whetton

Assistant Editor Peter Trebilco

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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's cover photograph shows Gary Munn zooooooming up Gold Hill
in Shaftesbury in 1980.

EDITORIAL

Another BUMPER ISSUE - thanks to you, dear Members. Biddy & Gordon went all the way to Gaydon to bring us a report of the proceedings of the national Austin Seven Clubs Association, George tells about an affair with someone called Harriet, Marilyn re-tells the wonderful evening we all had with the Dorset Weatherman, Gary Munn has researched valve inserts and Gary Fatt has completed his Rally Roundup. Penelope Pitstop gives us a glimpse into Our Boy's winter quarters and yes, we even have a letter - Oh joy!

Matthew Cheeseman has written up his impressions of his first club run last month but, unfortunately, the day was spoilt for several of our members who got disconnected from the convoy. Especial apologies go to John Page and Mervyn & Sue from the Committee who have discussed the issues raised at some length. Firstly, I have reproduced the "RULES OF THE CONVOY" on page 13 as a reminder to us all. Secondly, we will be producing a Run Proforma for each run which will give brief details of the route and the location of the lunch stop and, finally, a Committee member with a mobile phone will always bring up the rear. The runs

Deadline for the next issue is 24/03/00 . Please send material to me by post, fax or E-mail or pass it over to the Editorial Team at Clubnight.

are a great strength of our club and we must protect them at all costs. It is the responsibility of everyone on a run to ensure that everyone else has a good day out.

Last month we ran two adverts - for a Club Archivist/Photographer and an April Run organiser. Well, good news on both - Barry Goodman will be our official snapper and those doyens of club runs, Bobby & David Burris, have spotted a brilliant solution to our April Run - join our Solent Club friends on one of their runs the week before Easter. See the Diary for details.

This month's meeting is always a favourite - Members' Memories. But only if YOU bring your photographs and other bits & pieces to make it a party! John Weaver will be showing a video he made in 1993/94 and I hope to bring a display of my racing season.

Happy Sevens - **David.**

SECRETARIAL

What an interesting talk on Dorset Weather by Mark Ching, I always knew England was wet but wow! and all that snow too, amazing.

The February run was very well attended and enjoyed by most, but unfortunately the corners were not marked very well and we lost two cars altogether. I will take this opportunity therefore to remind all members not to worry about the car in front, but do not lose sight of the car behind, then no one can get left behind. Perhaps we should also be told the name and address of the lunch stop, just in case. (See "Rules of the Convoy" on page 13 - Ed.)

Whilst on the subject of runs, David Burris has

very kindly volunteered to organise the April Run in conjunction with our friends from the Solent Club. However, it will be a week earlier, *before* our Club night so you won't get that last minute reminder.

Don't forget your photos on club night - anything to do with using your Austin last year.

We will also be having videos, and Phil will be bringing the spares. Sounds good to me, see you there.

Glyn

THE CLUB RUN TO CAMELOT

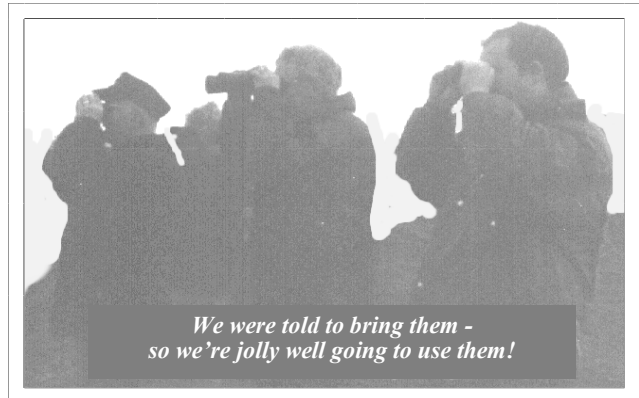
(or, I knew our cars were old but this is ridiculous!)

20th February 2000

This was my first club run. So I was up early to check the car over, checks complete, sun was shining, so off to a friend's house to pick him up. He climbed into my special muttering "I've got my mobile in case we need it like last time!". His parents took a photo and waved us off. We arrived at QE School and waited for more sevens to arrive. When we left for the old mill at Sturminster Newton there were some 10 sevens or more in convoy.

We joined the others at the mill and then set off onto the country lanes. My friend commented this is what the cars are for - country driving not around the busy roads of Wimborne and Broadstone. We stayed at the rear of the run until after lunch and apart from the little hitch with us and 3 other cars being separated in Sherborne all went well.

After lunch we all drove on to South Cadbury Castle and crammed all the Sevens into the little car park. Up the hill we all marched and



what a view we were all treated to on such a clear day. Afterwards David Whetton and I took the quick way home along the dual carriageway (the first time for my car) then to Blandford. My car went well on the way back and when I decided to overtake David going up hill on the other side of Blandford I didn't think we'd make it but we did. We even overtook a modern going past Badbury Rings and the car seemed like it was going to shake to bits so I

THE TIMES

1936

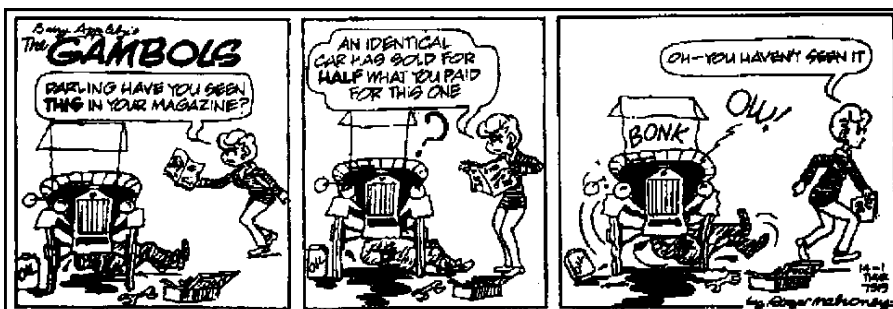
AUSTIN SEVEN

Specification :—Number of cylinders, 4; size, 56 by 76mm.; capacity, 747.5c.c.; nominal h.p., 7.8; b.h.p., 12 at 2,600 r.p.m.; number of main bearings, 2 (roller); overall forward gear ratios, 5.25, 8.73, 13.85, and 22.94 to 1; petrol capacity, 5 gallons; makers' estimate of petrol consumption, 45 m.p.g.; tyres 4 by 17in.; turning circle, 38ft. 2in.; wheelbase, 6ft. 9in.; track, 3ft. 4in.; ground clearance, 6½in. (low frame); weight of car, 12cwt. 14lb. Price, £125.

The Austin Seven chassis, like good wine, needs no bush. It has, however, been improved, and the Ruby Saloon makes the complete car, in my opinion, far better than before.

The body has a wide and safe view all round, comfortable seating, enough elbow, leg and toe and head room for four persons, entrance easy in front, and easy, for a two-door car, at the back,

adequate ventilation, and an attractive appearance. The four side windows are deep and wide, the back window is large, and the screen is full width—though it will not open to give a direct view. The cushions are pneumatic. The forward seats are hinged and adjustable; they have lockers underneath, and, like the rear seat, are well shaped in the squab. The driver can get to his seat from either side. The doors can be locked, and there are pull-straps to open them from the front seats. There are also pull-to



Not quite an A7 this month but thanks to George for supplying all the recent Gambols originally clipped from the Daily Express - Ed.

The Club Scene

A Report on an Evening with the Dorset Weatherman Mark Ching

Last club night, we were treated to a really enjoyable and interesting evening hearing about the weather conditions in Dorset for the past one hundred years. The weather can be so many different things - beautiful, peaceful, forceful and downright cruel and disruptive.

We started off way back in 1891, when Sherborne had a terrible blizzard. Three children were buried alive in their school, 65 boats were sunk killing hundreds of people. In 1927, what started off as a white Christmas ended up snowing for days causing deep snow drifts and chaos. One man was out walking when he tripped over a wooden post. The post turned out to be a telegraph pole!

July 1955 holds the national record for the wettest weather. In the town of Martinstown, 11 inches of rain fell in less than 24 hours.

Moving on to 1959, Bournemouth was in the top ten sunshine record books. Mark had a slide showing dear old Bournemouth packed to capacity with sunbathers and holiday makers. And guess what - on that same beach in the very hot summer of 1959 was our very own Phil, selling ice creams with Tony Blackburn no less. Look who's name dropping here.

It was so cold at Sturminster Newton in the winter of 1963 that the river Stour froze. I remember that winter well as I walked all the way to Parkstone telephone exchange where I worked, about six miles. I must have been mad!

The summer of 1976 was a scorcher. Do you remember all those forest and heathland fires. There was the fire that crossed the Avon

causeway causing so much damage and devastation. Everything looked so black and dead. The smell of smoke hung in the air for days. But nature being what it is, after a few weeks little specks of green were shooting up all over the place, replenishing the woodlands.

The winter of 1978 saw more snow causing power cuts which, in turn, caused no water supply in some places and people had to use snow for their water. We had to make do with candles and paraffin lamps for lighting. Luckily we had a gas stove so cooking wasn't a problem but many unfortunate people with electric cookers had to make alternative arrangements.

May 1979 was a very wet spring and in Charmouth a caravan was swept away, with the family still inside it. October of the same year we had a very severe hurricane. People woke up to complete devastation. In some places trees were uprooted, roofs blown off conservatories, sheds blown over and fences blown down.

Many thanks to Mark Ching for a very enjoyable evening with his slides and memories of times gone by. For those who are interested, Mark has written a book of his fascinating tales and findings of the weather. The book is called The Dorset Weather Book.

Marilyn and Jeff Bridge.

CLUB RUN REPORT *(Continued from page 4)*
eased off and took my friend home.

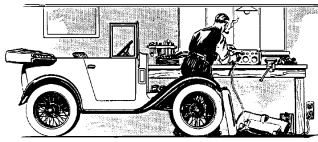
Leaving his house things didn't go too well - she didn't want to start as the top of the starter motor had shaken loose and then I could only crawl up the hill home to Corfe Mullen with a long line of traffic behind me. A quick check under the bonnet revealed an HT lead was off.

I survived the day, the car held up and I enjoyed immensely my first club run. I hope to

do a lot more in the future but the car's now broke and it's finding the time to fix it.

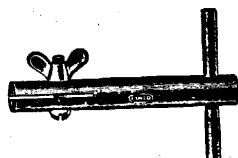
Matthew Cheeseman.

and many many thanks to you, Matthew for upholding the tradition of writing-up your first club run - Ed.



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REPORT of A7 ASSOCIATION MEETING at GAYDON.

SUNDAY 16th January, 2000.

1. Binders for Assoc. mags. now available. (Bought 10: Club will be invoiced at £3 each for resale)
2. Slight delay in sending out Assoc. Mag. - awaiting Gaydon entry and camping forms.
3. TREASURER: Good financial year. Some clubs have not paid up for their mags. Only one Club has been unable to pay their reps. travelling expenses and were aided by Asssoc. Subs remain at £20 for full members. £5 for associate and overseas members. Assoc. will continue to pay clubs' insurance.
4. EDITOR: Mags. will now be sent by post at about the same time as before. Copy please to Ed.....thanks.
5. REGISTRAR. Does not know when the new Register will be out.
6. BREAK-DOWN REGISTER. Bristol Club is the only one to have done what was asked: list of people who can help in an informal way.
7. AGM. All officers re-elected en-masse.
8. RAC SCHEME. Alan and Lorna will investigate details.
9. FILMS B. Lovelock put list of films on Assoc. website.
10. CALENDAR 2000. Bought 10 at £2.50 each for resale by club. Will bring on Thurs.
11. AOB Howard Annetts requested strongly that all clubs should try to send a representative to ALL three meetings

MILLENNIUM EVENTS.

1. **LONDON/BRIGHTON RUN.** All organised. Any lorry/low loader can apply to chairman Howard Annett for parking space at his works, near Crystal Palace. Refreshments at start and half way. In Brighton people to use the public restaurants etc.

2. **JOGLE:** 65 entries so far.

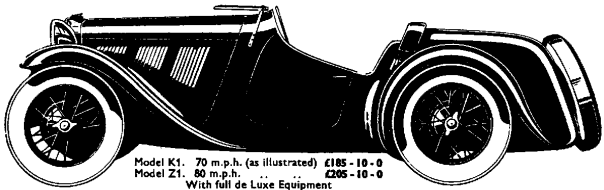
3. **GAYDON w/e. 27-29th May.** 1. NO DOGS ALLOWED AT ALL. 2. Entry £4. per car. £7. Per person £4. Under 16s prices for 3 days. 3. Camping: £10 for 1 day, £15 for 2 days and £20 for 3 days....per unit. 4. CLUB STANDS 3m.x3m. (indoors) be free. APPLICATION for space MUST be made. Bring good ideas, e.g. Bristol plan to show video of what they do on a small screen on their stand. Definitive plan of stalls being sent to each club later.....but only 16 places and FIRST COME FIRST SERVED. DAVID WILCOX TEL. 01455 273439. 5. REGALIA:- Baseball caps: white and navy; sweat shirts; pale blue /white motif. Already being sold well by most clubs.....cash coming in as items sold. Parcel of items sent to clubs on a sale or return basis. (Ours returned as requested to Howard Annett). We have a sample of each to show on next club night. Mugs:- both pale blue and dark blue with '2000-A7 motif' to be on sale at Gaydon for about £5. 6. GOODY-BAGS for each entrant to contain a variety of items. E.g. Car plaque, coaster, programme, etc. etc. 7. PENS with 'A7 2000 motif' £1. Each for sale on day. 8. PROGRAMME**SOS**to all clubs: half A5 page (200 words) for each club's details, with pickie and club logo, to be with Graham Baldock, 6, The Glade, Welshwood Park, Colchester, Essex. CO 4 3JD. Tel: 012 06 860 711 or works. 796006. e mail: graham.baldock@tesco.net by last day of February - 1st March is tooooooo late. 9 RAFFLE. Bristol club doing raffle and plead for support.....so far only two clubs have responded to their request (and they are such nice folk). PLEASE, either a prize or preferably a donation of around £20 so they can buy the prize. To- Ray and Phyl Stevens, 53 Dartford Corsley, Warminster, Wilts. BA 12 7NP. Tel. 01373 832369 10. DINNER DANCE. £20 includes 50p. towards the band. 7.30 pm for 8pm. Guests will be spread around various allocated places, other places unreserved. There will be Sun. Eve. entertainment with refreshment ticket to purchase ahead £5 each. Road run on one of the days.

We were VERY impressed by the hard work and complete enthusiasm being shown by ALL the clubs

there.

Biddy & Gordon Brown

Many many thanks both of you for not only going all the way to Gaydon for these meetings but also having the chore of writing up the minutes - Ed.



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Works - Bedford Road, Alexandra Park, N.22
Sewer Park 1127

Harriet's Story

~ the car that time forgot

by George Mooney

Our 1937 Ruby came into our family in 1974. We, or rather Joy found it advertised by a Shrewsbury Antique dealer for £200. Henrietta the box was at that time in pieces for restoration with a newly powder coated chassis standing up in our lounge, (we had a big lounge) and Joy was using a Series II Land Rover for work as a freelance nurse covering lots of increasingly expensive miles! so she wanted a working Austin Seven. We had been involved in the Seven movement for some years having purchased the Box in 1962! Joy was having withdrawal symptoms from her 7.

I was persuaded to go and look at the car but oh, what a mess! I walked away but Joy dragged me back and told me not to be so hasty. I was a very reluctant buyer but we eventually shook hands when the vendor agreed to patch a hole in the floor and accept £180. Money changed hands and delivery was arranged to our home in Wellington.

What happened next is cloudy in my mind but essentially I stripped and repainted the car, changing it from all dull and faded black to Westminster green and black wings. I remember clearly we had a job to get it started after I had rebuilt the engine, (it was tight), so Joy towed me with the Land Rover on a very short tow rope with A7 brakes!! Terrifying. I kept saying "Slow down!" but Joy didn't

understand the word and by the time we got it started I was a bundle of nerves and the noise was terrific.

I hadn't overhauled the dynamo and it was shot



away making a *@\$\$! of a racket. Well that was quickly rectified and soon after Joy started using the car for work going far and wide and it only had one minor failure with a key shearing on the back axle quite close to home. The Land Rover was sold and the Austin became the family hack.

During 1976 we had Stanley Edge come to our Austin Seven meetings several times and we had the honour to take him for a ride with Rachael more than once in Telford and later on when they stayed in Bournemouth prior to their Beaulieu visit. mention it here because our fellow club member Stan Warburton was also there with his Ruby with his late wife and still has the sun shield banner on his windscreen today to prove it.



Continued in Part 2 next month - thanks George

CLUB FAMILY NEWS

ANNIVERSARY AND BIRTHDAY ON CLUBNIGHT

At the February club night not only were Joy and George Mooney celebrating their 38th wedding anniversary but it was also George's birthday. When asked discretely how old George was, "A year older than last year" came the response from Joy! Well congratulations to you both, not long to the Ruby (anniversary that is, not the car).

NO MATTER WHETHER THE WEATHER IS WET...

Chairman Bernard and Jacky were missed at the last club night as they were visiting Bernard's sister in Carolina, although I wonder if they had the chance to get caught up in the Presidential Primaries. Still, Phil more than ably covered the night's formalities and what a good night it was, with an excellent talk by weatherman Mark Ching who had everyone enthralled. He had slides and stories covering the Dorset weather over the last 150 years. For those not there, did you know:- The wettest place in the UK ever was Martinstown which on 18 July 1955 had 11" of rain in one day (well, in fact from 4pm onwards). That compared with London which had 21" throughout the whole of the year - The winter of 1963 was the coldest winter for 250 years - The coldest place ever in Dorset was Poole in 1979 when the thermometer dropped to -16 degrees C (I make that around 1 degree F)

MILLENNIUM STEAM BUG?

Planning for the next club Swanage Rally has almost got underway. I say 'almost' because Lawrence and Margaret had arranged to meet with members of the Swanage Railway on 2 February at the Queen Mary pub in Poole. Unfortunately the members of the Railway turned up a day early - who said steam locomotion was slow?! Still they've fixed up a new date and I'm sure it'll be 'full steam ahead' from then on, making this year's event as good if not better than ever.

(Continued on page 13)

RECOMMENDED BLOCK ENGINEERING

In response to Geoff Kingsland's letter last month concerning the possibilities of fitting unleaded grade exhaust valve seats to Austin 7s, I have taken a trip down to my local engineers David and Richard James with an old block and they can supply and fit the correct exhaust seats for us and re-seat the inlets for a total price of £90 + vat.

As they deal with large engines they are able to carry out most works without having to remove head studs. You may leave the bronze tappet guides in situ but need to remove the tappet blocks and of course the valves. Please provide them with your valves so that they can ensure good seats, although you must grind them in, in the usual fashion. Apparently it is the seats that wear without lead, the valves themselves do not take too much of a pounding.

Other services offered:

Re-boring - £39 +vat (take a piston with you) You can leave head studs in, but remove all tappet assembly.

Re-sleeving, including making up suitable sleeves, in need.

Valve re-facing £1.75 per valve.

Head and block surfacing.

I have known them for many years and have always been most satisfied with their work, be it on engines ancient or modern. **Gary Munn**

(I have used them for re-sleeving & piston balancing - see PIT STOP this month - Ed.)



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LETTER BOX



Dear Members of the Austin Seven Club

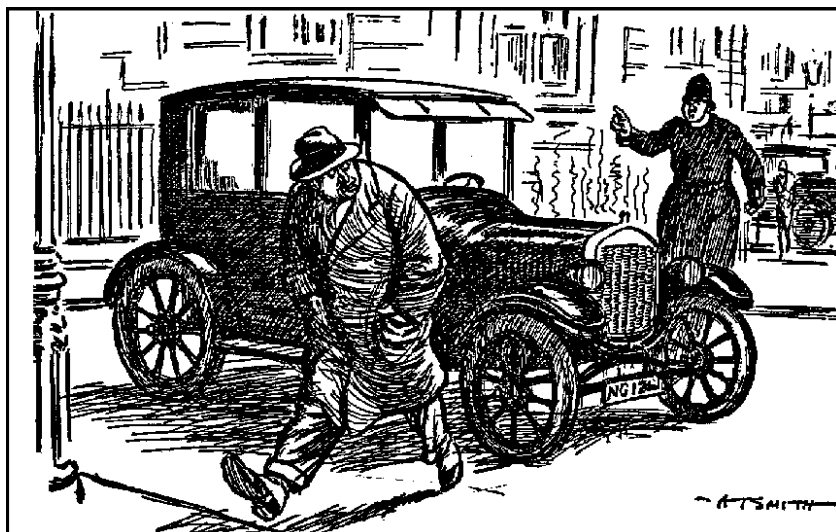
Thank you very much for all your contributions given to my parents, Roger and Rosemary, on your club night last week, towards my Raleigh International Expedition to Mongolia, it is very much appreciated.

I am really looking forward to the challenge, and feel it is a once-in-a-lifetime opportunity to visit such a remote part of the world and give something back to the people who live there. We leave for Ulaan Batar on the 7th. of August.

Once again, I would like to thank you all for your contributions,

With kind regards

Edward Ballard



CONSTABLE : "You can't leave your car there, Sir."

FED-UP MOTORIST:
"Don't be silly! I'm not leaving - I'm abandoning it!!!"

BLACKMORE VALE CAKE

Blackmore Vale was described by Thomas Hardy as the 'Vale of little dairies'. This cake has been associated with the Blackmore Vale Hunt for 100 years.

Ingredients:

4 oz butter; 4 oz sugar; ¼ pint warm milk;
1 tablespoon golden syrup or treacle;
1 teaspoon bicarbonate of soda;
12 oz plain flour;
8 oz raisins; 4 oz chopped mixed peel

Mode:

Cream the butter and sugar together until pale and fluffy. Dissolve the treacle or golden syrup and the bicarbonate of soda in the warm milk, which should be hand-hot. Little by little add

the flour and the milk mixture to the butter and sugar, heating well after each addition. Add the raisins and the chopped mixed peel. Grease and line an 8 inch (20 cm) cake tin. Spoon the cake mixture into the tin. Bake for about 2 hours, just below the middle of the oven at 325°F or Gas Mark 3.



from Dorset Country Recipes, Ravette Books



PIT STOP

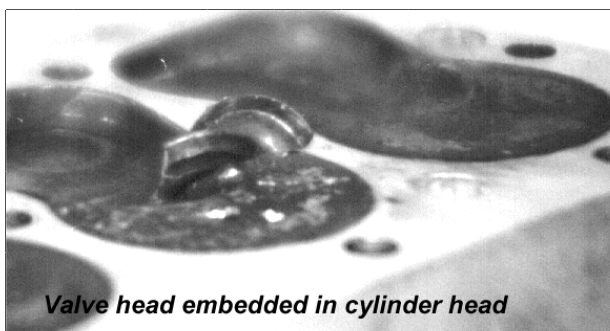


MOUSE UNDER THE KNIFE

Last night, hardworking owner-driver Dorset Dave (75) revealed that his beloved Mouse Racer has had major **RECONSTRUCTIVE SURGERY** under the master engineer Richard James. DD said "It was touch-and-go but the boys at D&R James done good".

Risky Option

Following a disastrous last race of season at Mallory Park, when a valve head became mysteriously detached and did much damage to head, block and piston, robbing our brave boy once again of the Championship title at the very end, a devastated Dave decided on a risky, but cheap option - to RE-LINE a single bore. DD's



Valve head embedded in cylinder head

decision was helped by having several sets of three good pistons ("Did Austin ever make a 3-cylinder engine?" asked a despairing Dave) one of which had the same rods as the remaining ones. One problem - soon overcome by devious Dave - was that the spare piston was +84 thou. oversize whereas the bores (and other remaining pistons) were only +80.

The Answer

The brilliantly simple answer was to run with one bore and piston 4 thou. bigger than the rest and have the damaged bore relined at +84 thou. With calliper and slide-rule in hand, master engineer Richard James put DD's solution to the test measuring gaps, overlaps and distances between studs and declared "It's risky, but it might just work!". Referring to his liners' bible, Richard carefully selected a liner of just the right size so that when it was bored out there would still be the necessary $\frac{1}{16}$ th. inch thickness left. There was nothing left now but for a desperate Dave to leave the patient in the hands of the experts. "This is no job for the Big Hammer", said disturbed Dave, forlornly.

More Trouble to Cam

Back in his beloved garage, DD set about preparing the rest of the engine to receive the block after its hoped-for new lease of life when more damage was revealed - the wayward valve had destroyed its cam lobe on the specialist racing camshaft and the specially flattened cam-follower. Fighting back the tears (as well as his bank manager), a desolate Dave said "This is a job for Big Vince - God bless his soul".

Will Dorset Dave get his engine back together in time for the new season? Will the unique set-up last more than one race? (Sorry, Dave - you've started to cry again haven't you?). More news in PITSTOP - keep watching!

Penelope Pitstop

RAVEN CARAVANS

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THE WAY WE WERE - a blast from the past

From the Club magazine for March 1979

21

We all enjoyed the talk by Norman Aish on historic commercial and public vehicle restoration last month and his own Bedford bus showed us what a major task a vehicle of this size can be. Richard Cowell wrote to tell me he has saved a '37 Ruby from a garden in Corfe Mullen registration number WH 9464 and wonders if anyone knows the history of the car. (*Do we know where it is now - Modern Ed.*) It is fitted with a late '32 engine so Richard is looking for a three-bearing engine. Tony Pattermore rang up from Salisbury about a snout and spare wheel for his '33 Opal and I think I can help him out there. Finally, I am going to issue a list of the Austins owned by our members.

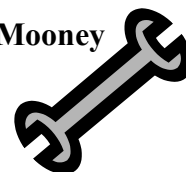
FORTHCOMING EVENTS: MARCH 18th MARCH 18th MARCH 18th MARCH 18th
TREASURE HUNT! TREASURE HUNT! TREASURE HUNT!
Starting from the Alice Lisle, 2pm.
APRIL Swanage Run
MAY Wardour Castle Run
JUNE South Wales A7C Rally at Caldicot Castle
JUNE Precision Driving Tests and Barbecue
JULY Evening run to Lymington or Swanage.

EVENT REPORT - ALEXANDRA PALACE AUTOJUMBLE 17th FEBRUARY
Berbard, Gary and I left at 6am on a very slippery morning and after a careful ride down the M3 arrived in London to find the conditions even worse. We could not park near to the exhibition hall so had to make several dangerous trips in order to unload all our bits from the boot of Bernard's Maxi. Eventually we had a good day getting rid of some of the motoring miscellany picked up during the years and also find some useful bits - Gary seemed to be collecting 3.25 and 3.50 Avons from all directions at £1 a time, Bernard found a new Ruby clutch thrust and I managed a pair of genuine Austin kingpins and bushes for 20p and a Chummy headlight bulb.

TIP OF THE MONTH

Don't forget to check your wheel nuts regularly. It may sound obvious but it's surprising how easily they can work loose.

George Mooney





NEW MEMBERS

Another bumper crop gives us great pleasure to welcome Bill Phillips from Poole with his 1935 Special under restoration, Stephen Vine also from Poole with a '36 Ruby and Keith Roach with two very desirable cars - a '26 Chummy and a 1927 Gordon England Cup. Drool, drool!

DA7C - RULES OF THE CONVOY

or ~ how everyone can have a nice day out

- ✓ **CHECK YOUR MIRRORS** If the car behind disappears - SLOW DOWN. If they do not catch up - STOP. Don't panic - the car in front will spot that *you* have stopped and so on up the line.
- ✓ **MARK YOUR CORNERS** As you turn off into a side road, check in your mirror that the car behind has seen you turn off. If not, STOP so that they will be able to see where you've gone. (A degree of common sense is needed here with modern speeding traffic around!)
- ✓ **IF YOU ARE LEAVING - Tell someone**
- ✓ **IF YOU BREAK-DOWN - Try to flash the person in front**
- ✓ **ORGANISERS - TELL EVERYONE WHERE THE LUNCH-STOP IS.**
- ✓ **COMMITTEE MEMBER - TAKE UP THE REAR (with mobile 'phone)**



Club Family News *(Continued from page 9)*

NEW MEMBER WITH A POORLY SPECIAL

Welcome to new member Bill Phillips who attended the last club night. Bill has bought a 1935 Two-seater Special although it's in a bit of a state and he's replacing the old aluminium body. The Special has Bowden independent front suspension (IFS) and hydraulic brakes. Bill hopes to have the car ready and on the road by the end of the year. He's currently on the lookout for a set of 19" wheels and so if anyone has any for sale, please ring Bill on 01202-666817.

SPECIAL MEMBER WITH A NEW POORLY

We hear Paul Mainzer has had a little scare but now on the mend and is off to France. Is there no holding back that boy?

SHED SOME LIGHT

So that's why Alan Wiseman's building himself a new shed. He acquired a Mark 2 Ruby in January to keep his Mark 1 company but that left him with no room in the garage. When Alan has completed the shed he'll be able to spend his time getting the new baby ready for the road. Maybe it'll be ready for the summer, Alan?

AND ANOTHER SHED - ON ROLLERS?

Barry Goodman recently took two of his Sevens down to the local garage for their annual MOT and guess what, he fell in love with a gold, 1979 V8 6.8 litre Silver Shadow II Rolls Royce which the garage had for sale. And so he decided to buy it!! Like Alan Wiseman, he's having to put up a new shed ("garage") to house the elegant monster as his existing 30' x 18' garage is full up with his three Sevens and A35 van. Some people just can't resist a bargain. But Barry has to admit, when it comes to taxing the RR, his trusty Escort van has to take priority - well he couldn't go to work in the Roller, could he!

TREBS

oO CLUB DIARY Oo

March

Thursday 16 March CLUB NIGHT - Noggin 'n Natter with photos (if you bring them!) videos, spares and a "Pit Stop" corner.

Sunday 19 March CLUB RUN Bernard's 'Ampshire Amble - meet QE School, Wimborne at 10.15 am for a 10.30 off.

Thursday 23 March COMMITTEE MEETING Tyrrell's Ford

Thursday 6 April 8-til-LATE Avon Causway Hotel, Hurn

oO FUTURE EVENTS Oo



Sunday 16 April CLUB RUN *1 WEEK EARLY**** David & Bobby Burris' Solent Run. Meet at The Vines, on A30 at Ower, for lunch (leaving at 1.30) or Ringwood Car park at 10.30 am for 10.45 off.

Thursday 20 April CLUB NIGHT Noggin 'n Natter, spares

Sunday 23 April *NO CLUB RUN*****

6/7 May Beaulieu Spring AutoJumble

Thursday 18 May CLUB NIGHT Talk on Brownsea Island

Sunday 21 May CLUB RUN Tour on Brownsea Island with picnics

Thursday 15 June CLUB NIGHT Club Concourse and Club photo-shoot.

RALLY & RUN ROUND-UP

MARCH 18/19 London Classic Motor Show - Alexandra Palace
 MARCH 12 Morris & Austin Day - Brooklands Museum, Weybridge. Tel: 01932-857381
 MARCH 26 Haynes' Spring Classic Tour from Haynes Motor Museum, Sparkbrook. Tel: 01963-440804
 APRIL 16 Taunton AutoJumble, Cattle Market Tel: 01935-474630
 APRIL 22/26 JOGLE 2000
 APRIL 30 Austin 7 Club Cotswold Run. Tel:0121-4770547
 MAY 14 Parkstone Scout's AutoJumble & Classic Car Show, Butcher's Coppice, Bear Cross Tel: 01202-748128
 MAY 27/29 Austin Millennium, Heritage Museum, Gaydon Tel: 01926-645071
 JUNE 11 Bath to Bournemouth Classic Car Run Tel: 01935-474630
 JUNE 11 New Forest Classic Car Run Tel: 02380-878895
 JUNE 16/18 BA7C Spyre Park
 JUNE 18 Copythorne Steam & Vintage Show (DA7C Run)
 JUNE 24/25 Isle of Wight Austin Rally + camping Tel: 01983-760615
 JULY 2 Lulworth Castle Rally
JULY 8/9 DA7C SWANAGE RALLY
 JULY 22/23 Sussex Classic & Vintage Show, Brinsbury Pulborough Tel:01730-816443
 JULY 23 Merlin Brooklands to Beaulieu Run 01935-474630
 AUG 27/28 Breamore Ho. Classic Car Show
 AUG 28 Verwood Rotary Rustic Fayre
 SEPT 9/10 Beaulieu International AutoJumble Tel: 01590-612345
 SEPT 17 Bath to Bournemouth Classic Car Run



Where no 'phone number is given, contact our own Gary Fatt (01202-572621)