MAY 1980

DORSET AUSTIN SEVEN CLUB

MAY CLUB NIGHT 15th May meet at The Nags Head for a run to the Sir Walter Tyrrell, nr. Cadnam. Leave Nags Head 8.45 p.m. sharp.

JUNE CLUB NIGHT 19th June we are meeting at the Clay Pipe, Sandford, nr. Wareham. It was decided at the last committee meeting to hold a meeting in this area in fairness to our Western members, so let’s be seeing you all country folk and your 'sevens'. Directions for finding the CLAY PIPE 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 proceed along this read to HOLTON HEATH, Turn right at Holton Heath. Turn right at Holton Heath Garage SP Organford. You will come across the pub within a short distance.

EDITORIAL

Another Daffodil Run has come and gone and the rally season is upon us again. Rallies appear to be very booked up this year; A number of our members could not get entry to the Daffodil Run and I understand Braemore Steam Rally turned a lot of cars away. So, it would appear that if you are keen to attend a particular event, you must enter early.

Last month’s club night started rather disastrously. We left the Nags Head, late as usual, and made our way to the Alice Lisle which, on arrival, we found to be full to overflowing. So, after a conflab amongst ourselves, we decided to drive at a bit further to the High Corner Inn at Linwood. Unfortunately, Vic Steele got left behind at The Alice Lisle and did not know where we had gone, also John Bramwell, who arrived late. Sorry fellows, Bernard will buy you a pint newt at clubnight. As for the rest of us, we enjoyed a nice pint and a good supper at the High Corner.

One of my rear tyres blew out on the way home that evening, it came right off the rim! Why is it that these things always seem to happen in the middle at the forest at midnight!!

Our first club run of the season to the Naval air base museum at Yeovilton was very well attended with nine Sevens, one Mini, Mike

Wragg’s Morris 10, and John Bramwell’s latest acquisition an Austin 12/4. Nice to see you in the quality stuff, John. Was it a case of “If you can't beat 'em, join 'em”? A report on this run appears later in the newsletter.

ED

DAFFODIL RUN 1980

The first really good rally of the year is the Daffodil Run organised by the Bean Car Club. It starts at Maidenhead and finishes in Bournemouth. As is usual on this run, at the start a well-planned route is given, some daffodils for the car and usually good weather for the day.

Most of our club members met at Stockbridge for coffee and the start of the run. This is a good place to see the cars arriving and departing after already quite a long run. The club members left in small groups to make their way to the Alice Lisle near Ringwood for

Dinner, most arriving at the same time after a pretty run through

the New Forest. A picnic lunch was the order of the day with the cars arranged in such a way as to keep the wind off.

After lunch, we travelled to Bournemouth seafront for a quick look at the sea, and for the cars to be judged. After the judging was over we had a short trip round Bournemouth to show off all the cars, then back for tea at the Overstrand Cafe near Boscombe Pier.

This rally is well known for the number of quality cars that attend, and this year was no exception, with Rolls Royces, Bentleys, Alvis, ­Model T Ford, Sunbeam, three Beans and quite a few Austin Sevens.

JOHN PAGE

YEOVILTON – THE CLUB RUN MAY 4th

As you read through this report you will probably find a long list of mistakes and faux-pas. My apologies to any offended or wronged parties and I will buy a pint to the person who spots the longest list of gaffs, spelling and grammar.

Keen as new members should be, we arrived at Wimborne Square at 9.50 a.m. and not a Seven in sight. Are we at the right place? Was it today or yesterday? Just as black doubts started to gather, Glyn and Pat arrived in the glistening Ruby (forget to polish ours; sure I meant to. Ah well). Glyn explained 10 a.m. meant around 10 so we relax.

What a beautiful morning, sunshine and a light breeze, perfect for a day out so we begin to get the feeling that everything is going to work out just perfect, we were right except that I was given the

honour, as a volunteer of course, to write the account of the day.

On the other hand, you got lumbered with the result of my labours.

(I never used to volunteer! I was cured of that during National   
Service. What went wrong? It must be that smooth-talking Glyn!)

Chris & Lyn soon showed up closely followed by Gary in the fabulous MUNNMOBILE ‘26, Vic Steele and friend in the OPAL then a surprise! John Bramwell arrived in a Singer that was a Light 12/4 Austin to gasps of amazement! What happened to the Singer? When did good sense prevail? The questions were endless!

Whilst all this was going on, the crowd of onlookers grew and the

risk of all the traffic grinding to a halt on Wimborne Square got closer.  
The conductor of a Hants and Dorset bus overdue to depart was drooling over the cars, particularly the Chummy and it took the lady driver of said bus to drag him away. The passengers looked quite nastily at him when he got back to the job and off they went is a puff of diesel.

Phil and Hilary in the Ruby and Mike Wragg in the Morris 10 completed the party with the exception of Bernard and Jackie. Bernard arrived in the Box with Jackie in the Mini then we were ready for the off at about 10.30 a.m.

We left the square in convoy to the relief of all in Wimborne and headed for the Half Moon Inn at Horsington, planning to arrive for opening time to replenish lost water with best ale etc.

The route that had been planned took at through meandering quiet roads and beautiful villages at a leisurely pace except when Chris and Lyn kept catching me up on hills, (panic, change down, accelerate, mutter I have passed Rileys uphill, he must have a Jaguar engine!)

We eventually all do a mass 3-point turn, to the utter amazement of onlookers, because we passed the turn to the Half Moon Inn which turns out to be a very nice pub off the beaten track.

On to the large car park in a row and manifolds tinkle and creek as engines cool down. My son gets out his football and he is happy and we gravitate toward the garden and wait for the place to open in 10 minutes.

As we arrive, one of the inhabitants of the inn pushes a Riley RME in need of restoration to another garage with the aid of what appears to be the ‘Girl Friend’. I saw her later in her best coat rubbing down the paintwork. Now was the chance to settle down for a while and chat about all and sundry and not a word about the Iranian Crisis or Afghanistan.

Roger and Rosemary arrived soon after 12 o'clock then one local man in the Yeovil area, Richard Cressey, who together with his companions were to be the 'Tour Operators' for stage 2 of a voyage into the unknown of Yeovilton.

We enjoyed a sunny luncheon and good ale. Some exchange of information on spares and technical matters, a little chit chat, soma more good ale whilst four of the children played football and five of them collected about fifty snails!! French connections?

We left for Yeovilton at about 1.30 p.m. arriving there at about 2.50 p.m. having driven through some superb lanes and seen the early summer country side at its best. Me saw one set of roads twice! I wondered what was wrong but it turned out that some council fathead had laid on a diversion.

We lunched at a picnic table when we arrived. Phil Witter tried to eat his magnificent salad complete with Coleslaw Vinaigrette whilst unravelling the string on a kite. Our sandwich box blew away and my wife Joy sat with a suede overcoat on with a blanket around her. The sun was brilliant but the wind was rather fresh.

Yeovilton is probably still an active airfield but it combines with its service life a show business side to its nature in the form of a magnificent aircraft museum. The museum concentrates solely upon naval aircraft with one very important exception. CONCORDE! One new hall has been built to house Concorde 002. This magnificent aircraft was the English version of the flying test bed and when it was in commission it carried 12 tons of test equipment.

My words cannot do justice to a day out at Yeovilton but I would recommend that you visit it if you have not been before. If you are not delighted I will be very surprised.

When we left the museum we had some refreshments at the tea shop and watched more people getting almost as much pleasure looking at our cars as they did In the museum! - an unexpected bonus for them.

Eventually came the time to depart for home, once again in convoy but minus Richard Cressey who went his local way. I needed to stop for petrel and at a junction not far from Yeovilton was a Citroen garage, Joy saw a Box Saloon on the forecourt so went to pull in for petrol. To our surprise the petrol station was closed and the car was not one of our party. Has anyone got a chassis register? It was a ‘33 or ‘34 Box reg. No. ABH 34. Anyone know who he is?

If you think we were surprised, (and we were, it stopped the convoy); you should have seen his face. So surprised were we that we didn’t speak to the man.

We returned via Sherburne, Roger and Rosemary left us at the A30 junction with a TOOT-TOOT and we continued to look for petrol. We found some with a sigh of relief at Redlynch.

After we had taken on petrol we were climbing the hill to Gains Cross passing a sign that said SLOW. Joy muttered that she didn’t have much choice, we laughed. Chris and Lyn left as at Blandford Forum and from there we more or less all went our own way.

It was a good day out; nice weather, lots of interest and good humour. Twelve cars, eleven pre-war, and a good time was had by all. You should have come! Come the next time.

GEORGE MOONEY

AUSTIN 7 RECORD

We have received a letter from the Vintage Austin Register concerning a 45rpm record: A-side: MY AUSTIN SEVEN

B-side: AUSTIN UNITY SONG

We have ordered 20 records, and members who require a copy should phone Bernard Cowley. The records are 80p. each.

RESTORATION OF CMK 202

I was about thirteen when I first saw my Ruby. A neighbour had it given to her by her father. It made a terrible row every time

it was backed out of the drive and finally about a year later,   
starved at oil, it seized solid. The car was then put in its garage and used as a children’s’ plaything for about three years and then a neighbours son decided it would be a good project and purchased it for £5. Four years later I bought it as a collection of bits for £4. With a lot of work between a lot of breaks it was finally

on the road three years later.

Hilary and I had been married for a year and we used it as every-day transport and holidays until 1970. We had just moved house to Broadstone and had no garage accommodation for “Zebedee” (a nickname which stuck from many years before.) Things were getting very tatty around the doors and trim although the car was totally original except for sealed plastic in place of the flap open rear windows. One day just as I got home a keyway on a rear drive shaft broke and 'Zebedee' stayed outside in the drive uncovered for eight years and the only attention it received in that time was a coating of Waxoyl over everything.

When eventually I pushed it into a new garage the spare wheel pan had rotted out, a running board was hanging off and the headlining was hanging in ribbons. My interest in Sevens was renewed in about 1976 although I had always taken every opportunity to get the parts

needed for the eventual restoration. One memorable event was in 1970 when I found the remains of a Ruby in a field at Lulworth with a wasp nest attached to the front wooden cross member of the sunshine roof. As this was the part I wanted, I aimed a careful brick at the nest and then ran like hell. A week later I had the piece at wood minus the nest! Also in the same area I was given a complete early Ruby which fortunately had good rear window frames but which, because of lack of space we cut up with a gas torch (shows how many people wanted a Ruby in 1970!)

Anyway, back to 1978 and I had just bought a 1920 fabric saloon and, as editor of the DA7C newsletter, I was feeling very frustrated at not having a car on the road and other household pressures were preventing me doing anything about it. Late last year we decided to move to Ringwood to a more modern house with less work (what a dreamer!) We promised ourselves that we would move in and not do anything until the Austin was back on the road.

I could see that it would be a long-term project so I decided to switch my attentions to the Ruby. At Christmas, Hilary and I talked about how nice it would be to go to France at Easter in the Ruby. I said it was not possible, Hilary said it was, so with an open cheque to spend as much time as I could I paid the deposit, we were committed and the race was on.

I decided to do the outside first, next the inside and finally the mechanics. Firstly, the wings were removed together with everything else that could come off including the remains of the sunshine roof, windscreen, bumpers etc. etc. At this stage and on subsequent preparation and painting I had a lot of help from Willie McKenzie and without him I would never have completed the metalwork repairs and paint spraying. I had to remove the door trim and replace rotten timbers before it was possible to get the correct line on the doors. One day late in January Willie did a great spray job in sub-zero conditions with eight kilowatts of heat to combat the cold and the garage doors closed to keep the heat in. Added to this we were using methyl alcohol sealer to seal off the mixture of paints I had used over the years to touch in worn areas, and the atmosphere could only support a strong Scotsman like Willie. The adverse weather and limited time only allowed us to put on the minimum of paint as a cover job.

With the paint on I had to pack up for three weeks in order to move house to Ringwood. With a much smaller garage I had to put the fabric saloon in the car port, off-load all my spares to my parents’ garage and squeeze the Ruby in its new hone. It was the middle of February before I was able to start on the interior as just simply getting the house straight had taken longer than anticipated. I was planning on a fortnight to do the inside, a fortnight for the mechanical side and a fortnight on the road but then all the best plans go wrong - tell you about it next month.

PHIL WHITTER

FORTHCOMING EVENTS

MAY 25th DORSET AUSTIN 7 CLUB RUN to the Watercress Line, Arlesford. Meet at Ringwood Cattle Market Car park at. 10.30 a.m.

JUNE 1st DORSET AUSTIN 7 CLUB RUN to Wookey Hole nr. Wells, Som. Meet et Wimborne Square 10 a.m.

JUNE 7/8th South Wales A7C Caldicot Rally South Wales. Some of our members will be camping at this event, if you wish to go with them ring John Page for details of where to meet.

JUNE 14th DORSET AUSTIN SEVEN CLUB EVENING RUN TO STUDLAND. Meet at View point, at the top of Constitution Hill, at 7.30 p.m. We will then make our way, via Sandbanks Ferry to the Banks Arms at Studland. Anyone not sure of how to get to View Point phone Glyn

NEXT COMMITTEE MEETING – The Avon Tyrrell, Avon, Nr. Ringwood

Thursday 22nd May, at 8.30 p.m.