SEPTEMBER 1979

DORSET AUSTIN SEVEN CLUB

THIS MONTHS MEETING

THURSDAY 20th SEPTEMBER NAGS HEAD RINGWOOD. TECHNICAL CHAT ON AUSTIN SEVEN MECHANICAL AND ELECTRICAL TOPICS.

EDITORIAL,

Well, this month I am very pleased to say that we have a good outside contribution - not only two reports of events but also some letters to the editor. Keep it up I can do with a rest! .

It was good to see so many members at the Autojumble. Let’s hope you found those elusive spares although everybody seems to be after Austin parts but fortunately prices still remain low and those who over-price their items take them home again. I was thinning-out my stock before moving house and found it difficult to get £5 each for Austin Seven blocks complete with valves and followers. Some of the stallholders were like rejects from the days of the Raj and straight from the yellowed pages of Motor Sport. “£25 for a vacuum wiper - cheap old chap”. My response to that sort of person begins with a “b" and ends with an “s”

.

Bernard and I were kept fully occupied winding our gramophones and changing needles to attract the customers. My classic sale was a wooden police truncheon to a lad who wanted to take something back. For his mother!

Glyn discovered that the 240v Klaxon which he purchased on Saturday gave a pleasing sound on 12v so he sent Pat back on Sunday to get another one. I bought one as well and it caused a sensation among the mothers at playgroup when Hilary arrived in the old Morris and Keith decided should be warned of their approach.

I was thinking recently about the moral aspects of stallholders at Autojumbles making a profit on spares they sell. However if you think about how else could all this old stock come on the market? Clubs cannot afford to buy everything in a clearance sale and individuals would never have access to particular old items in garages. So for a fairly heavy initial outlay, a lot of research and transport plus the cost of a stall, these items are made available to enthusiasts. Austin Seven owners will not pay silly prices, so the profit if any is a moderate one.

On the car scene everyone seems to be going for a Chummy as a Winter restoration project although they are not exactly cheap. (unless you live in West Dorset!) Glyn and Gary have both earmarked a car to add to their Austin stable - we all wish you the best of luck.

THIS MONTH’S COMMITTEE MEETING

THURSDAY 27th SEPTEMBER TYRELLS FORD AT AVON

WANTED

WILLIE MCKENZIE URGENTLY NEEDS A LUCAS C.F.R. CUT OUT FOR HIS 34 BOX. TEL. LYTCHETT MINSTER 623447

TEESHIRTS & SWEATSHIRTS

Another order will go in soon so let me know your requirements Tel. BROADSTONE 694857 or on club night. Also the club emblem can be printed on your tee shirt or sweatshirt for 50p but I must have them by Thursday 20th September (club night).

LETTER TO THE EDITOR

"Tinkers Hatch",

Worgret Heath,

Wareham,

Dorset BH20 6AE

23rd August, 1979.

Dear Phil,

Thanks for the welcome which Bernard and yourself gave me last Thursday on my first attendance at a club meeting.

It may seem strange that one of the early members of the club, (back to the days when we were the New Forest Austin 7 Club), should wait this long to attend a meeting, Well, I do find it difficult to get away on Thursdays, but am put off by the journey - not just distance, 48 miles, but also time, 35-40 minutes each way in the car. There is no way I would make that sort of journey regularly in the Chummy - and then go for a run even further away!

Surely we could bring the venue meaner to the centre of Dorset. Why does The DORSET Austin been Club meet in HAMPSHIRE? - we are no longer the New Forest Austin Seven Club. You no longer have, I believe, a detached room in which to meet at the Nags Head. There are at least two
Pubs in Wareham with rooms available! But how many would like to come over here regularly, (to quote - ”Wareham area - surely the highest density of Austin owners in the South West”) particularly in the winter. But seriously, is it not possible to find a venue in a more central position than Ringwood?

By the ray, Hugh Knott (‘33 Box) and myself (‘29 Chummy) had a very pleasant evening run last Tuesday 21st and had a drink at Lulworth. It was our first run out together – Hugh’s car certainly looks better than new.

May see you at the Purbeck Olde Tyre Rally this weekend - the Wareham contingent will be there.

 Yours

Adrian Gilbride.

I am in complete agreement that we must have a venue in Dorset - Ed.

Moonrakers

36 Avon Ave,

Avon Castle,

Ringwood, Hants.

From the Chair

Reading last month’s Editorial about the need for increased member­ship by turning our Club into one that caters for any make of car, quite honestly I was appalled at the thought of this situation. I
imagine the possibility of a chap joining us whose pride and joy is a 1970 God-Knows-What with a Ford Cosworth engine and buffalo horns up front.

The mind boggles at the possibility of breakaway groups etc. Imagine a couple of dozen customized moderns next to the old Seven in the Nags Head car park. About the nearest thing to sacrilege I can think of at the moment.

We are an Austin Seven club – this means we specialise in Austin Sevens. Okay, we also have a few other elderly cars amongst out members and very interesting they are but, with due respect to them, we are all Austin Seven orientated.

We are a small club from a membership point of view and a very good thing, too. A small club breeds fellowship, a large membership will ultimately breed discontent whether it be political or otherwise. Let us not think about the additional membership fees of a large club, a lot more members mean a lot more overheads and hard work to run the club. We are keeping our heads above the water financially in our own small way. Let’s leave it like this.

Just as an example of fellowship, when Gary & I joined the club and we had the Box in pieces, and not very much technical know-how, we gained a lot of friendly advice from other members of the club. We would not have gained this knowledge by listening to a Rolls Royce owner moaning because his clock was ticking too loudly.

Now enough chat about policy, let’s get on with enjoying our Sevens.

Derek Munn

Thanks for the letter Derek - if you read the July newsletter again at no time did I suggest that we cater for any other makes of car. What I am saying is that we can still find other people with Austin Sevens or with a genuine interest in owning one who would like to become members of the club. A few chosen questions can soon assess whether a person is genuine in his interest or not. If not, he will soon drop out.

Remember I said that new members mean more experience and that not only applies to Austin Sevens but to the whole spectrum of everyday life. If a member wants advice on a new suite of furniture he may come to you, for a new car to Bernard, for bank advice to Lawrence, for Insurance to ???, for carpets to Glyn, for telephones, for respraying, for car electrics, for surveying, for tailoring,, for gardening, they are just a few of the services which our members deal with in everyday life but share one common interest and hobby - Austin Seven.

As a final word, Derek, I am sure you share my dismay at the member who asked me if the person I had just introduced with a ‘34 Box was one of “my new members” - no, he is not one of "my members” but a very welcome and valuable addition to the club who should be welcomed by every member. I am sure we aqll agree that it is what a friendly club is about.

DORSET A7C BARBEQUE

After a day of heavy rain, the evening of our annual barbecue turned out to be fine and dry. The venue for this year’s “cook up” was Mike and Elizabeth Wragg’s house at West Moors.

Pat and I got there half an hour early and, together with Mike and Elizabeth, we set up and lit the charcoal ready for the hungry hoards.

Mike & I the agreed that we should test the beer, just in case! It was great so we had another. Then Bernard and Jackie arrived shortly followed by John and Cynthia Page. On went the first batch

of sausages and onions. The aroma must have wafted over to next door because shortly afterwards the neigbours came round. Derek, Jane, Gary and Debbie Munn were next to come and they were soon tucking in to sausages and onions ably cooked by Elizabeth and Pat. Roger Ballard and his girlfriend, Phil and Hilary Whitter ry arrived to complete the company.

Mike had even put up a large tent on the lawn, in case of rain, but luckily it stayed dry and warm for a most enjoyable evening that went on into the small hours. All our thanks to Mike and Elizabeth for
a well organised and very enjoyable evening - after which Pat had to drive home full of good grub add beer!!

GLYN

MIDLANDS AUSTIN SEVEN CLUB – LONGBRIDGE RALLY

On Saturday morning, the 18th of August, Glyn Llewellyn, his son Trevor and myself set off from Ringwood at 10.15 on the 125-mile trip up to Birmingham. En rote at Salisbury on were joined by Roger Ballard and a friend. We then continued at a steady 40 mph, stopping only once or twice for lunch etc. We had an almost trouble free and very pleasant run arriving at the rally field at four o’clock.

Once met by Bernard and his family, we set up camp, ate our evening meal and wandered down to a marquee where we had a very enjoyable evening of drinking and barn dancing. Here, we were also met by Richard Cressey and his wife. On Sunday morning (rather early!), we were all
awakened by Bernard serving tea in bed - all the luxuries of home no less! After finally managing to get up, we had a grand fry -up for breakfast and then all dashed off to search for bargains on the many autojumble stalls. I think, through the course of the day, we all managed to pick up several cheaply priced items and I understand Bernard did rather well with his stall as well. (you mean “as usual” - Ed.) It also makes a pleasant change to see so many different models of Austin 7's and variouss other selection of cars.

After an interesting day, we packed up tents and left the site at five o’clock. The highlight of the return trip was a race, led by Glyn, between Marlborough and Amesbury, determined that he should get away from Roger and myself, but not succeeding! ‘Z bends at 50 miles an hour, in an Austin 7 are quite something!

After stopping for a pint at Salisbury and visiting Roger’s abode we had shaken off our "Grand Prix” feelings and continued on towards home at a much more sedate pace! We all agreed that this run is one of the best and we are all looking forward to next year, and hope a few more people will join us. I can assure you that you won’t be disappointed.

 GARY MUNN

 FORTHCOMING EVENTS

September 21st – 23rd. Great Working of Steam Engines at Stourpaine Bushes, Blandford. Details from M F Oliver, Dairy Mead, Child Okeford, Blandford

October 27th Grand Ascot Autojumble and Collectors Fair. 300 indoor stands at the Silver Ring, Ascot Racecourse, Berks.

November 4th The RAC London to Brighton Veteran Run