DORSET AUSTIN SEVEN CLUB JULY 1980

CLUBNIGHT 17th JULY TREASURE HUNT. MET AI THE NAGS HEAD RINGWOOD AT 8 p.m. SHARP FOR AN EARLY START. ENTRY 25p PER. CAR. THERE WILL BE A SMALL PRIZE FOR THE WINNER.

CLUBNIGHT 21ST AUGUST MEET AT THE AVON CAUSEWAY nr, HURN, FOR A

RUN TO THE HAVEN ON MUDEFORD QUAY via. THE IRON ROAD.

CLUBNIGHT SEPTEMBER 18th MEET AT THE CLAY PIPE, SANDFORD, NR, WAREHAM. TURN RIGHT OFF THE A351 UPTON TO WAREHAM ROAD AT HOLTON GARAGE S.P. ORGANFORD. PUB IS WITHIN 200 yds. ON LEFT.

NEXT COMMITTEE MEETING TYRRELLS FORD, AVON 8.30 p.m. 24th JULY

EDITORIAL

Stone me! What a busy month, there seems to be so much to do and so many places to go on the 'seven' scene. I have had to keep this weekend free for the newsletter, well nearly, our Boat Trip is tonight, Saturday, and Lytchett steam rally tomorrow. I’ll have to burn the midnight oil, I reckon.

We started with the Berkley Castle rally, a report of which appears in this newsletter and on the following Wednesday evening we went to Little Gore farm, which is an evening rally run by the H.C.V.C, and which was attended by eight cars from the 'Dorsets’. The French bus did not make its usual run to The Guns at Keyhaven this year but nevertheless the rally was very well attended, and included cars, stationary engines, and farm equipment of days gone by. Each entrant received a very warm welcome and a plaque from the Davis family. The Saturday following found us at the home of Keith Roach for the Solent Bar-be-que. Seven Dorset cars attended this very well organised event, and all of us returned home well fed and watered. The following day of course was ‘Beaulieu' a must for the Concours-minded club member, though even we in the 'Dorsets’ did reasonably well as can be seen in the report in this newsletter. The following Friday evening was the turn of our own Bar-be-que at John Bramwell’s nursery at Bashley. John, Monica, Karen, and Stuart all put a lot of work into this event which was, I thought, rather poorly attended. There were eleven Dorset members and their families. We were also very pleased to welcome Keith Roach and his wife, and also Mike Norris-Hill and his wife, from the Solent A7 Club. Our thanks go to all of the Bramwell family for letting us use their land and for their generous contribution to the raffle. Thanks also to Cynthia Page end Pat Llewellyn who did the cooking, also to John Page for organising the driving tests,

which were, incidentally, won by Derek Munn. Last but certainly not
least, a special thanks to young Derek Whitter for his hard work on the raffle. Indeed, thanks to everyone who helped towards a pleasant evening, spent in pleasant company.
The evening of Saturday 12th July was our Boat Trip. But more of that next month.

GLYN

THE WAREHAM MEETING - CLUB NIGHT

It had been decided by the committee that for once (or twice) in a while we would like to meet members from further into Dorset. So a meeting was arranged at the 'Clay Pipe' Inn at Sandford. I got the Chummy out again for the 1st time this year (apart from filming) and Phil Whitter joined me for the trip. On arrival I was pleasantly surprised by the number of 7's already there. In all there were four from Wareham namely Hugh Knott in his Box, Merv Gover and Mr. Sheret in their Rubys and Richard Collings in his Chummy and new member Richard Minards from Bournemouth who told me he was just back from Australia and was trying to renovate his special that had been laid up for seven years. Good luck Richard and hope to see you on a few runs before you return. It was also nice to see John Dibben again. After having a good look at all the cars - I believe there were 12 in all, we had a very informal evening in the pub.

Bernard Cowley

45 R.P.M. RECORD

Bernard has some copies of "My Little Austin Seven"/"Austin Unity

Song records at 80p. each + 12p. post. Send to B.Cowley, 232 Rempstone Road, Marley, Wimborne, Dorset.

EVENTS REMINDER

17th JULY Club Night, Treasure Hunt,

20th JULY Flight Refuelling Fete, Marley.

27th JULY DORSET A7 CLUB RUN to Warbarrow Bay, meet at Wimborne Square for 10.30 a.m. start.

2nd & 3rd AUGUST Alderholt Steam Rally, some of us will be camping at this event.

10th AUGUST DORSET A7 CLUB RUN to Singleton Open Air Museum, Nr. Chichester.

16th/17th AUGUST Longbridge Rally, Midland A7 Club, If you wish to camp with the Dorsets, phone Gary Munn, Ringwood 78795 for details.

21st AUGUST Club Night, meet at "The Avon Causeway for a 'TRUNDLE’ down to the Haven on Mudeford Quay.

RESTORATION OF CMK 201 FINAL CHAPTER

Having completed the interior I switched my attention to the mechanics with three weeks to deadline. The front axle was removed to replace the kingpins etc. The axle eye holes had worn oval so I enlisted the help of a blacksmith at Cranborne to close them down. A blacksmith "hits hard" and this resulted in burrs on the thrust face which I had to hand file. More significant as a result of being heated, cracks were exposed in the corners of the axle eye which had to be arc welded (I wonder how many more of us have cracked axles. Inspection of the stub axles revealed that one had a hair line crack from front to back and I had to make a hurried visit to Glyn for a replacement which he kindly found for me.

One of the king pin bushes stuck feat and had to be removed using an invented hacksaw blade passed through it and then joined onto the hacksaw.

By now I was working to 2 a.m. each morning and switched my attention to the rear axle to replace the broken half shaft (which was why the car came off the road ten years ago). Did you realise than the oilite bushes in the rear axle brake cams are of smaller o/s dia. than the front ones - you can either ream out the holes to take the bushes or turn the bushes down on a mandrel - not an easy job turning oilite. When it came to renewing the felt oil seals in the axle it was thanks to a visit from Gary and Chris that I was able to find them! (what a job putting the circlips back!)

With the axle back in I had two evenings and two days in which to do the engine, fix the wings and the wiring and then get everything like tyres and wheels sorted out. When I took the car off the road I thought the engine was O.K. but I soon discovered that I needed a complete new set of valves as there was no compression. With the engine sorted I put the wings on and fiddled the beading in (good old silicone rubber for weatherproofing!) Wiring came next and virtually all original wiring was retained with new tails on the lights care­fully joined to the existing loom. Nearly forgot the new brake cables from Seven Workshop - a five-minute job which took nearly five hours.

Monday night - M.O.T. Tuesday (Budget day) still have wheels and

tyres to sort out. I wire brushed and painted all rims and removed

and refitted all tyres. Finished painting last wheel at 4.30 a.m.
Tuesday, went to bed at 5.30 got up at 7, M.O.T. at 8, taxed at 9.30 (saved £10!)

We had a great trouble-free holiday in France a week later and it was all worth it and we are enjoying everyday seven motoring again. Thanks are due especially to Willie McKenzie for all his efforts and to Richard Cowell, Glyn Llewellyn, Bernard Cowley and everyone else who helped with parts and finally not forgetting Hilary and the children who did not see me for two months.

Phil Whitter

Thanks for the article Phil, and congratulations on a fine and very speedy job. Ed.

Berkley Castle

The weather was bright, though a little chilly, as we drew into the layby on the Salisbury Road. The number of "Dorset" members going to Berkley for the weekend had depleted as the past week had

gone by. Bernard and Jackie had a lot to do at home, Phil Whitter's

engine had given up the ghost. Lawrence and Paddy Rideal couldn’t

be persuaded to camp at Berkley (how wise, the weather was, as usual, wet for this rally) and Chris and Lynn Smith said they doubted whether they would come.

So, on arrival at our meeting place, there was not another "seven" in sight, and I thought Pat, Trevor and I should be going on our own. After about five minutes Phil Whitter arrived in his Morris 1000 to ask me if I'd get him some parts for his 'seven' engine, so that he could get the car back on the road for 'Beaulieu'. Just as we were leaving, and we had given up hope of anyone else arriving, we detected a sort of rumbling tinkle in the distance, and then around the bend, appeared Gary Munn's Chummy, being driven very sedately by his sister Debbie.

Debbie explained that she had an awful job getting Gary out of bed, and that was why they were twenty minutes late. Off we went, with Debbie in the lead, on the first leg of our journey. Debbie handled the Chummy very well, and it certainly looked, in the words of the song, ‘The Cutest Little Car upon the Road', with 'L' plates fluttering in the wind. We stopped at a refreshment caravan just outside Warminster and purchased mugs of tea and bacon butties. Suitably refreshed, we pressed on and after about five minutes, ran into a very heavy shower of rain. Gary, of course, had the hood down and they had to drive on for about 2 miles before they could stop and scramble to put the hood up. We arrived at the site at about half past one and got the tents pitched. Then we decided to go out and buy some of the local cider, which we had tried last year. When we returned with a gallon each, we sat in our tent, and were about to sample our purchases when, surprise, surprise, Bernard, Jackie and family arrived. Bernard in his Box and Jackie in a heavily laden Mini Traveller. They were shortly followed by Richard and Margaret Cressey - not a bad turn out from the "Dorsets" after all.

After a meal of fish and chips, bought in the village, and a couple more glasses of cider we made our way to the marquee where the dance was being held. We danced and listened to a jazz band before turning in after a busy day.

The following morning, we were awakened early by the sound of very heavy rain (usual Berkley weather). It cleared up after break­fast however, and we spent a very pleasant day looking at the cars and rummaging around the autojumble. Then came the call for a car from each club to take part in an inter-club race. I entered the Ruby, with Gary as passenger. We were not told the rules until we were all lined up at the start, and then the organiser explained that we had to drive 25yds., remove the distributor, complete, run another 25yds. and place the distributor on the table, and go back and push the car to the table, refit the distributor and reverse the car back to the start line. Well, we managed to come in fourth, which, on the face of it seems quite good, until I explain there were only five entrants!! The 'Dorsets' did do quite well in the concourse how­ever. Richard and Margaret Cressey came first in their class, with their lovely R.N. Saloon, Bernard came 3rd with his Box saloon, and we came 3rd with the Ruby. We had a pleasant and uneventful journey home. Altogether a very pleasant weekend.

Glyn

A Question of Replicas

The big talking point these days in vintage car circles concerns originality. Does an Austin Seven built out of a pile of original spare parts really make a pre-war car? How many parts of an original car can you replace before it becomes a replica? There are so many newly manufactured parts for Sevens that it is almost possible to build one out of brand new parts including the body wings, seats etc. Even a chassis could be made very easily and fairly cheaply. Fair enough I hear you say. If Joe Soap wants to spend his cash building a replica, good luck to him. The trouble arises when good old Joe tries to sell his 1980 Austin Seven, Does he sell it as a replica or more likely does he sell it as a fully restored 20's or 30's car? So, the car goes to a new owner and before you know where you are its mongrel history is totally forgotten and it is lifting all the prizes at rallies. People will be amazed at its condition thinking it is sixty years old when, in fact, the paint has hardly had time to dry. It then becomes very unfair to other competitors who actually have original sixty-year old cars which may be showing a few signs of age. Replica cars do I suppose have a place in vintage car circles but should they be allowed to compete? If not, how do you decide what is and what is not a replica? Any­one any ideas on the subject?

With acknowledgements to the Scottish A7 Club

MUSEUM IN ACTION

On Sunday 15th June, Pat and I decided to go to the Museum in Action day at Beaulieu where anyone attending in a pre-1940 car was admitted for ½ price. In effect this was an open day, when the workshop and vehicle store were open for public inspection. There was also a book sale where some very rare and interesting books were on offer, some at very high prices. I saw some marked up in three figures! I found the workshop and, in particular, the vehicle store, where all the vehicles awaiting restoration are

kept, particularly interesting. There is an enormous Mercedes onto which has been built a replica body, a very nice little Austin 7 Swallow Tourer, a Citroen halftrack similar to those that first crossed Africa, to name but a few. There were a number of motor cycles in various stages of dilapidation, a real Aladdin’s cave in fact. I personally found it more interesting than the museum itself.

There was a cavalcade of motoring in the afternoon, in which many of the museum cars took part and an interesting commentary was given explaining the details and history of cars from 1890 to the present day. The display also included some rather hairy, and very noisy, racing cars; also, incidentally, a very early (1924 I think) Chummy. A very interesting day out.

GLYN

The National Austin Rally

The National Austin 7 rally at Beaulieu came a week early this year, thanks to Mr. Morgan pinching the first Sunday in July for his three-wheelers. The weather was good as usual for this event. I only remember one wet Sunday at Beaulieu in the last 7 years. This year saw one of the largest number of cars in the rally, over 300 in all from a 1923 Chummy to a 1939 big seven. Some were highly polished and unused and some highly used and unpolished, but all give pleasure to their owners I'm sure.

Most of our members had a full day either buying or selling or just looking round. Four club members entered the team relay competition, some needed persuasion to take part, and the club team

came fifth out of seven - say no more! I think the winners had racing cars.

Although we are small in numbers we still usually manage to pick up the occasional awards, and Beaulieu this year was no exception. Though I don't imagine anyone would call us polishers, we won two firsts - Gary in the Transport section with his 1930 Box, which clocks 10,000 miles a year and myself with our 1931 Mulliner, the only entry in the coach-built class. Phil came highly commended with his 1935 Ruby, this being in one of the largest Transport classes. Someone who should remain nameless also won a raffle prize and his son the first prize in the drawing competition for under 5’s. Not a bad day out!

Bar-be-que at John Bramwell's

What an enjoyable evening this turned out to be. Everybody who organised this event really excelled themselves. Glyn and John Page organised the food, Bernard sorted out the beer and Pat and Cynthia barbequed the sausages and beef burgers. They are marvellous cooks these two. I forgot my weight problem and put away five hot dogs and too many glasses of red plonk.

After we had eaten ourselves daft we all had a go at the driving tests which were good fun. I think that barrel of beer must have dulled the senses of most who took part 'cos at the end I was first! (Experience comes with age I suppose!) Debbie, a learner
was 6th! - Gary was 4th, he has been rather non-committal about this but I get the feeling he goes out practicing every night now...

It was very nice to welcome Keith Roach, Mike Norris-Hill and their wives from the Solent Club. We must try and get together more with the Solent members.

One thing I do feel is that more support could be forthcoming from our own members at a function like this. Apart from the financial side of things that we all know about, you do not realise what an enjoyable time you missed, good food, good beer and a marvellous venue.

Let's see you all next time. Thanks to all who helped and certainly a special thanks to John and Monica Bramwell, our hosts, for the use of their field and all the hard work they did before we arrived. Oh yes, Jane says the Begonias she won in the Raffle are beautiful, John.

Derek

CONGRATULATIONS

BEST WISHES TO STANLEY EDGE, DESIGNER OF THE 'SEVEN' WHO WAS MARRIED LAST MONTH. HIS NEW WIFE'S NAME IS RACHEL.

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