DORSET A7 CLUB JUNE NEWSLETTER 1983.

This should be a bumper issue coming into the rally season, but I have no contributions to hand at the time of compiling the newsletter.

I missed the last meeting, but I have had it reported that the speaker from the SWANAGE RAILWAY CO. gave a very interesting talk. We owe a vote of thanks to them. I am sure you all demonstrated your appreciation in the usual. way.

Next club night is a run out as the evening will be the longest of the year. A short trip to the Fleur De Lys at Cranborne departing sharp at 8 p.m. from the Dormers.

The exceedingly wet weather has put a dampener on many events but it was bright and sunny on the first day of Breamore rally but the field was in such a state that the steam units could not enter the field.

I have just returned from a brief visit to the Woolaton Park rally in Nottingham where the weather was beautiful until about 1.30 p.m. then starting to cloud over as usual. The scene at Woolaton is absolutely magnificent, broad sweeping acres of parkland with a huge array of exhibits including around 100 Austin 7's and more than 100 other cars from many eras and makers. A fair ground, autojumble, stationary engines, models, motorbikes, steam engines, field events and parades. This must be one of the best rallies in the country.

EVENTS CALENDAR

THURSDAY 16th JUNE Club night short run to FLEUR DE LYS CRANBORNE. Depart 8 p,m, SHARP from the Dormers.

SAT/SUN 18th 19th JUNE BERKLEY CASTLE RALLY. Contact events committee.

THURSDAY 23rd JUNE COMMITTEE MEETING DORMERS

SATURDAY 25th JUNE Evening run to Sir Walter Tyrell pub at Cadnam. Depart Ringwood cattle market 7.30 p.m.

SUNDAY 26th JUNE Wings and Wheels, Shepton Mallett Showground. Entry ­details from Bernard Cowley,

SATURDAY 2nd JULY Pre-Beaulieu Barbecue.

SUNDAY 3rd JULY 21st National A7 Rally, 750 M/C

SAT/SUN 2nd 3rd JULY Brockenhurst Steam Rally Fair and Show. Interested parties contact C. Christmas, Ferndown 874356

SUNDAY 10th. JULY Club run to Warbarrow Bay. Picnic no Pub stop. Bring your own. Depart Wimborne Square 10 a.m.

SUNDAY 10th JULY A7CA meeting Gt. Haseley Committee only.

SAT/SUN 6th 7th August Alderholt Steam Rally, Ringwood Interested parties contact B. Weldon, Christchurch 484075

SAT/SUN 6th 7th August Doune Rally. Scottish A7C.

SAT/SUN 20th 21st August Longbridge Rally.

FRI/SAT/SUN 9/10/11th SEPT Great Steam Working. Stourpaine Bushes Blandford. Interested parties contact M. Oliver, Dairy Meade, Child's Okeford, Blandford, Dorset.

SPARES AND SERVICES

Phil has gone on holiday, so we will have to do his report for him. A very good range of spares is now held for the club. Please don’t forget that we can act as mail order if you don’t get what you need club night. You will know from previous newsletters the current range of spares. Phil will be producing an up to date complete list for the next issue possibly with prices for you to keep on file. We need to turn this stock over so please review your requirements now.

MUNWELLYNS

A7 Mechanical Repairs and Restorations. All Work undertaken. Ring Glyn on New Milton 613080 or Gary on Bournemouth 745951

Austin Seven Brake Relining Service

Set of 8 shoes, any year (Exchange. Service) £15.25

Clutch linings and rivets 1923/36 £8.50

Clutch linings Borg & Beck 1936/9 £8.50

Exchange Borg and Beck clutch plate 1936/9 £10.50

All prices include postage & incl VAT. Service by return of post from Bernard Cowley, 232, Rempstone Road, Merley, Wimborne, Dorset, Wimborne 887666

Mig Spot and Gas Welding by skilled technician done at your home by arrangement or in Workshop. Contact Chris Smith at Ringwood 78066

'Regars', Columbia Road, Bournemouth for Crankshaft regrinds and. con rod remetaling.

MEMBERSHIP REPORT

Welcome to two new members this month. Mr. A. Harrington 27a, Alinger Road, Pokesdown, Bournemouth (no details of car). Mr. Gordon Brownfield Pope, 35 Hillside Drive, Christchurch who has a 1938 Ruby. I hope to see you both club night.

Glyn

SALES

SUPERB GENTS HUMBER CYCLE 'PROBABLY JUST 'POST VAR HUB BRAKES FRONT REAR 3 SPEED ORIGINAL EXCEPT FOR SADDLE. £50 contact GEORGE MOONEY 0202 425989

1956 AUSTIN A30 VERY GOOD ORIGINAL CONDITION. GENUINE 52,000 MILES, M.O.T. NOVEMBER. HISTORY KNOWN. LOCAL CAR. £500 Bmth.745951 evenings.

WANTED

TOOL BOXES FOR BSA. M21, M20, M33 ANY BSA STARFIRE 250 cc ENGINE PARTS. CONTACT GEORGE MOONEY 0202 425989

News of Tommy and Egbert Austin is that he is currently in INDIA heading for KATMANDU. Here is episode No.2 with much more to come.

Biograd, Yugoslavia

Dear All, This is Biograd (not Beograd the capital, but a small village on the coast, south east of Zadar, and so to continue.

When I last wrote I was at Firenze (Florence, Italy). Got up on the Monday and went to the bank. Well, in Italy it’s unbelievable! Triplicate and the triplicate in triplicate, all for fifty quid. So I returned to hotel and paid. Naturally they overcharged me. Not a lot, but enough, so I challenged the make-up of the bill and they agreed 'a mistake' had been made so afterwards I gave them a tip of about the difference anyway. It was a always the same, whenever I got change they always did me short, even in the post office, but I always got it right in the nicest possible way.

Saw some fine 'Apennine Tosco and Emiliano' scenery and on to Bologna. Well, what an episode in the camera shop. I was trying to ascertain that my films would be developed in Italy then posted to England, rather than posted to England and developed as the customs X-ray would destroy the undeveloped film. But as my Italian wasn't up to much there was some confusion, lovely people though - they were dragging them off the streets to try to help. A bit of French, a bit of Italian, then suddenly the assistant flew out of the shop and fetched an American/Italian in. All was solved. By the time it was over the proprietor took me next door to the bar and bought me (and the others) a drink, exchanged addresses etc., etc.,

Moved on and stopped at Granarolo for a meal of Teliucelli and Steak and Chips. Someone spotted the car and of course the whole restaurant knew then who's it was. When I left they gave me a hell of a send off. Clapped and cheered before returning to their meals. On towards Padova. Stopped at cheap hotel but didn't like the owner or his rotten Cappuccino (coffee). Showed him it was curdled but he shrugged his shoulders and told me it was O.K. So instead of drinking there I went down the road and had an interesting evening having to use French and Italian mixed. In the night heard such a carry-on outside I thought they were stealing Egbert. Revving and noise like I don't know what. That was 3.00 a.m., but just some crazy Iti's trying to start a Citroen.

Made Padova next day quite early. Quite a crowd round Egbert again, and on to Venice - incredible place with a beauty of its own. Spent a few hours there and moved north to Vittoria Veneto. There in a Pizzeria after a ruddy enormous pizza etc. I mused over my diary, wrote it up and wrote some cards. All was quiet for about 1½ hours until someone plucked up the nerve to approach me to talk about my car. I'd heard them jabbering for some time, so I answered him best I could and next thing was a crowd built up of 25-30 all asking questions at once. Then the wine flowed and I'm afraid I did something I was to regret next day. I'd bought 1/2 litre and so this Itie had, but he hadn't paid yet. Another was ordered, and he said whoever backs out pays all - he paid!! I can remember mumbling something to the hotelier when I got back to the hotel about being very drunk, but I cannot remember parking the car. The amazing thing was that it was parked to perfection, perhaps I drive better drunk, I don't remember.

Terrible head next day though. So, I awoke with this stinking headache at 8.00 by my early hotel call. Thanked him and must have nodded off again. At 10.00 he kindly re awoke me. After three Grosso Cappuccinos I set off with the mileage at 3180 from leaving Melbourne. Still going north, we got to Cortina where the temperature had dripped noticeably over the last few miles. Bought some gloves and wore my woolly hat in the car! It was getting dusky, but I continued and found that I was climbing rapidly up into the Dolomites. Within a few miles a chilly evening turned to a crisp winter. There was snow on the trees and it was ruddy cold. Stopped at a lovely hotel called 'Bau am See ' at Tolbach/Dobbiaco (depending on whether you’re German or Italian).

Next day awoke to find my car frozen solid. Fortunately, one of the core plugs had failed in the cylinder head so by means of the petrol stove to generate warm air for the front of the radiator and careful control of the tick-over, it thawed out safely. At one point, when the little stalagmite of ice had gone, I had to plug the hole before too much ice thawed in the block. As my core plugs are in package 17f in the depths, I looked for alternative means. A half franc that had haunted me for the last 2000 miles was a perfect fit. And there it remains!!

Now I did something I never normally do. I went back 8 Km and saw the Dolomites in the day light. They were beautiful in the moonlight and beautiful in the daylight. It wasn't long before I'd filled up with petrol and antifreeze! and got to Austria at the Arnback crossing point. I'd seen steady improvement going north from Venice and the Dolomite people are really Austrians not Italians (they speak German north of Cortina) but after the border crossing I was soon to discover a wonderful land with wonderful people. They radiate it too and the next few days were something never to forget. I got to Mallnitz that day and a room for about £4 was really high class compared with other places I've seen. Went to a bar and learned a bit of German by means of sign language, listen and speak. Really friendly folk who are very willing to help. Got full of schnapps so it was a wonder anything stayed in mein kopf at all.

Mileage now 3355 at 18/19th November. At Mallnitz there is a tunnel which passes through a mountain 8.5 km long. You drive your car onto a train from the platform and sit in your car while the train takes you through and boy, does it shift. The tunnel was bored about 100 years ago engineered by this brilliant chap whose name I have forgotten. Anyway, having started at each end by his careful measurements believed he would meet in the middle. When the final days had arrived, he remade his measurements and depths and convinced himself he'd misfired, so he took a gun and blew his brains out. The next week they met crack on. Shame isn't it that he never saw the result.

I meant to tell you that having descended from the Dolomites the weather had turned back to summer again and I left Malinitz on a beautiful sunny day. On the other side of the mountain was a winter wonderland, with snow and ice and cloud or fog whose height remained although the height of the road varied. After much travelling through the mountains and tunnels, I came through one tunnel that brought me back to the summer weather again. From there I got to Salzburg and stayed at Anif. In Salzburg I saw an Austin Ruby owned by a garage proprietor, so I told him about PreWar A7 club etc. and returned to Anif. Very interesting evening learning Deutsche. Next day visited Salzburg, which is very clean (as all Austria is) and very beautiful. And so to Wien (Vienna). The cleanest capital I've yet seen. In Austria I saw no graffiti or vandalism or people throwing down cigarette ends. So people don't do it, when no-one else does. Oops forgot. Before Wien I stopped at Melk and when I asked for a room the young lad spoke English, so after one thing and another, I sorted out my room and asked him if he wanted to go for a drink in Melk so I could learn some German. (I'm eating a terrible Yugoslav breakfast now. Mein Dieu). So Peter and I went into Melk and I learned some of the useful words, can't spell them but I can say them. On to Graz after visiting Wien.

In Graz at a coffee house an Austrian who was interested in my trip gave me an address in Australia, very friendly chap. So, I made it to the Yugoslavian border. Well you just wouldn't believe it, Country is in a poor state (this milk is going lumpy). People on the frontier trying to smuggle in coffee. No coffee, petrol scarce - but I've got coupons, no things like hair shampoo etc. T.V. shuts at 10.00 p.m. to save electricity. People drown their sorrows. Many people have watery eyes with excess alcohol. The two go hand in hand in a downward spiral - but one thing I can tell you, they are honest, good natured people, and I feel that my car and belongings are safe.

So, my trip has brought me to Ptuj, Zagreb, Rijeka and then Zadar and now Biograd. I stopped in Ptuj, pronounced p-Toi. Bed clean but no basin in the bathroom. Everything old and decaying, cracked or broken, you had to use the bath as a basin.

Next stop, Rijeka. In the hotel there was no plug for the basin. I asked for one, but they shrug their shoulders. Next morning when packing up they asked me to wait while the newspaper reporter arrived and what became 5-10 minutes went into 40 minute + 20 minutes with reporter, photos etc., so an hour’s delay. I travelled along the coast and went through Zadar until I got here in Biograd. This is the Motel Biograd. When I asked for the room, I joked about no plug at the previous stop. When she showed me the room – NO PLUG, so I started laughing but she just shrugged her shoulders like the others. Fortunately, in Yugoslavia the waste pipes are so slow a plug is not essential. No wonder there’s no hair shampoo.

Hotel Biokovo, Makarska,

Yugoslavia. 25th Nov.

Well after that ….. breakfast of curdled coffee, I went on to Split and was soon to discover the warmth of the Yugoslavs. They couldn't do enough for me. As I was going to the bank one came with ne to help translate and that was very useful. I gave him a kilogram of coffee beans which is like a ton of gold dust here.

Picked up a hitch hiker between Split and Makarska. As there is severe petrol shortage and rationing all the buses are full and lots of people at the bus stops, so it was useful for me to learn some Yugoslavian. Also, they speak German here, rather than English so my German is improving.

Necessity is definitely the mother of invention. I'm really living it up staying at a Hotel above Illy station but being as the basin has a plug I'll stop. I know that the chance is infinitesimally small but I reckon I'm going to pluck up courage and go to the Albanian border (without documents) and ask for passage to Greece. I'm a bit nervous about the consequences as they talk with machine guns. But it’s a gamble, so I'll ask. That’s all for now, if you don't hear from me again, look in Albania if you dare!!!

HENRIETTA EPISODE 2

Yes, the little 7 quickly became part of the household and was absolutely indispensable transport but the brakes were terrible and I knew nothing of 7's at that time (not a lot more now!) The solution seemed to be either to use the car in front for a crash stop or fit one of the freely availably hydraulic conversion kits. After some nasty moments around the Bull Ring it was decided that the change would be made after we moved to a new house. When we moved to Tamworth first we had no garage, so the conversion was not done immediately. The car was instead used daily to take Joy to St. Michaels Hospital in Litchfield where she was a night sister.

One morning tired and bleary eyed she was driving home with people flashing lights at her, you know the way they do. Well Joy began to think something was turned on so proceeded to switch everything off. I was awaiting her arrival, so I could go to work. No Joy! The phone went, she was in distress so without further ado and with Sue under my arm it was into the by then CORTINA and off to see what was up. I found her about 6 miles down the road near to tears. The car was fitted with an electric petrol pump (non-standard) on a separate anti-thief circuit and guess what, yes, you’ve got it, she switched it off and the car died. On with the pump and quickly back in action.

The box had been fairly carefully restored by the previous owner who I never met, and he left written instructions which I have to this day. The colour is today as it was then but it was not as well finished. The car was on 17-inch wheels with 4.50 tyres and looked very chunky. I don’t know how, but on one occasion I got nearly 70 m.p.h. from the car. I have never done it since - must have been a strong following wind.

More of this anon. George.

Where are all the other stories that I was threatened with?

Editor’s Other Bit

1. On the Daffodil run we got a puncture, no problem? I hadn’t checked the spare tyre pressure in months, it was nearly flat and despite asking lots of modern motorists nobody had a foot pump. Moral: - Check spare tyre pressures. Carry a pump that works. Thanks to Glyn, Gary and Lawrence for their help and I am sorry that after helping me Lawrence broke down.

2. Got charging problems on summer circuit.? Remove cut out assembly drill off back cover exposing 2 coils. Either one or both will have disintegrated. Either replace with 2 ohm wire or shorten and re-fit. Problem solved.

WELL FOLKS THAT IS IT FOR JUNE SEE YOU CLUB NIGHT

GEORGE