DORSET AUSTIN SEVEN CLUB NEWSLETTER - OCTOBER 1982

EDITORIAL

Hello again. When I looked at my last editorial I smiled. At the time I wrote it summer looked set fair, then, whoosh, the rain - and haven't we had some lately.

You will have noticed the sorry state of the newsletter last month: Sorry, but we had big trouble with the duplicator, you nearly didn't get one at all! I hope all will be well this time. Soon we could be seeing our new printed covers to smarten up the newsletter, all we need then is more input or a better editor!

The October meeting will be the AGM. If there are to be changes on the committee they will be decided on the night and there are vacancies, nominations will be accepted on the night.

Our two speakers last month were very welcome. I hope you enjoyed the films, particularly Tom Newsome’s film. Tom will depart from Melbourne, Derbyshire on or about 17th Oct. to drive overland with a friend Stephen Banks to Melbourne, Australia in his 1936 Ruby. Good luck Tom, all our best wishes go with you. We look forward to seeing some film one day about your adventure.

I want to thank everybody for being prompt for last month’s meeting. this is my twelfth, and possibly final, newsletter, I want to thank you all for the opportunity of having a go! See you at the AGM.

Yours for selection,

George

COPY DATE for November newsletter 30th October.

 MEMBERSHIP MATTERS

I would like to extend a welcome to two new members this month:

Mr. Neil Mitchener, 16 Coombe Gardens, Ensbury Park, Bournemouth BH10 5AG. Neil has got a 1938 Big Seven.

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L. P. Mainzer, 25 Chestnut Avenue, Barton on Sea, Hants BH25 7BQ Mr. Mainzer owns a 1926 Chummy.

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Assuming nobody drops out for 1983 we are now 71 members.

TAVISTOCK REVISITED

Whilst on holiday in Devon last month, I decided to stop at Tavistock to see if I could trace the garage which originally supplied my 1931 R.N. box saloon. One of the few original things on the car is the supplier's name badge on the dash, in the shape of the Shell emblem.

I asked two elderly locals if R. Carr's Garage still existed and they were able to direct me to the premises.

Since it was a Sunday, the garage was quiet but the chap serving petrol thought his boss would be interested to see the car and rang him up. Accordingly, Dennis Carr arrived. He is one of two brothers who run the garage, which they took over from their father, who established the garage in the Twenties and died about thirty years ago.

Dennis Carr explained that when sorting out his father's possessions after his death, he came across the old record books of sales from the start of the business and several old photographs. He very kindly unlocked the office and after going through most of the cupboards he found three very dusty record books. Finally, we found it - the last entry on page 14: - sold on 23rd December 1931; order no. 24812; Seven de-luxe Saloon; DR 9605; engine no. B4-9552; chassis no. 146353; colour fawn & black; sold to W.B. Newton of Whitchurch; collected on 29th December 1931; put on the road 1st January 1932. Alas, Mr. Carr thinks Mr. Newton is no longer with us.

After photocopying the entry for me, Mr. Carr showed me the firms photograph album. One of the photos showed the garage fore­court displaying the latest Austin models. Taken in about 1932, there was a good selection of Sevens and Twelves. Another photo­graph showed the sorry sight of the garage after being badly damaged by fire in the early thirties. They managed to save the Doctor's coupe in the foreground, which had been dragged into the road on its dum-irons. Apparently after the fire, Mr. Carr moved his business to premises in the centre of Tavistock until the damaged buildings had been repaired.

I spent a very interesting couple of hours at Carr's Garage and discovered far more about my R.N. than I ever thought when I first drove into Tavistock.

Richard Cressey

GREETINGS FROM NORWAY

It was a very pleasurable experience for my wife and I to plod along behind the little convoy of five A7's to Longbridge, even if we were in a modern, and only one flat tyre between us in so many miles, that can't be bad. It was our first major rally and the sight of those Austins buzzing about all over the place and racing up the slope to the tents, will be with me for the rest of my life. It was very interesting talking to the proud owners of these wonder­ful machines and interesting to note that if you own a 7, there are no class barriers. We are all commonly regarded as a bit nutty by the general public, so are 'tarred with the same brush" I suppose.

The day before we returned.to Norway I came across and bought a 1934 Opal in London. It was one of these "restored jobs", held together by pop rivets, electrical wire and a thick coat of hand brushed paint. It was a runner, though, and the type of car I wanted. So, armed with a "bill of sale" for £150, off I drove.

The car was transported to Felixstowe ferry terminal, but at the other end I drove it from Gothenburg to Haldon, Norway. 125 miles in 4½ hours, full throttle with no problems at all.

The customs haven't even seen the car, but on producing the "bill of sale" they charged me £337 import duties. Mind you, when importing my Chummy 18 months ago, they demanded £1,400 and only after 6 months of letter writing was it finally reduced to £300.

I am slowly but surely contacting Austin 7 owners over here. There are about 50 7's that we know of, but only a handful are on the road. The Norwegian climate and the terrible roads in the 20's and 30's just wouldn't have suited our Austins, but they fared better than our modern British cars, they are no longer imported at all.

That’s all from your overseas member, keep burning that petrol.

Bob & Mart Green

EVENTS CALENDAR

21st October THURSDAY Club Night Dormers, Wimborne. AGM followed by Noggin & Natter.

28th October THURSDAY Committee meeting - venue to be arranged.

7th November SUNDAY Club Run to Brighton. Moderns welcome! This trip to see end of Veteran London to Brighton Run and Classic Car Show leaving Fighting Cocks, Southampton 8.30 am sharp.

18th November THURSDAY Club Night - activity to be decided. See next newsletter.

25th November THURSDAY Committee Meeting

5th December SUNDAY Short club run to an old favourite The High Corner Inn. Ringwood cattle market car park 11 am.

16th December THURSDAY Club Night Dormers Wimborne.

23rd December THURSDAY Committee meeting.

1st January SATURDAY 1st Club Run of the Year to blow away the Hogmanay Cobwebs - details later.

Please let us have your ideas for club runs, new ideas are always welcome, or any ideas for other activities, it's your club so please take an interest.

The club runs have been set for the first Sunday of each month to spread club activities evenly over the month and don't forget modern cars are welcome.

ALL WINTER RUNS 1st SUNDAY EACH MONTH.

SALES & WANTS

FOR SALE 1936 Ruby rolling chassis with engine transmission etc. all complete but no body. Ideal for restoration (or Special) Kept under cover for many years. Offers invited for quick sale. Ring Burley 2441 Phil Edwards.

SERVICE: MUNWELLYNS - A7 Repairs/Restorations. All work undertaken. Ring Glyn on New Milton 613080 or Gary on Ringwood 78795.

Welding Specialists. All kinds of specialist electric and oxyacetylene work undertaken including aluminium. Find it at The Welding Shop, 15A Salisbury Road, Boscombe, Bournemouth. D. Vickrage & Son, Bournemouth 36035.

BUYING A VINTAGE CAR (seen in the Scottish A7 Club newsletter)

Professional Description Enthusiast's Translation

One careful owner - The other 19 couldn't have cared less.

Low mileage \_ Speedo hasn't worked since 1940.

MOT'd Mass of Trouble

Certified history - Police record.

A good example of the marque - They were all rubbish.

Fast becoming a collector’s item Rots faster than can be restored.

Early example Model before all the faults were ironed out.

Excellent mechanics No bodywork

Some work done - Pile of bits and pieces.

For sale "As it is" - Pile of bits and pieces.

Needs finishing - Pile of bits and pieces.

Some trim needed - No seats.

Stored last 20 years - Been abandoned in a shed with no roof.

A Technical Tip seen in the Bristol newsletter and borrowed for your edification with acknowledgement and thanks to Ron Hayhurst and BA7C.

IGNITION WARNING LIGHT

I have recently had a few problems with the ignition warming light on my 1934 box saloon which had a missing bulb and damage to the resistance wire which is wound around the body of the bulb-holder. There seemed to be little published data about this unit, but I believe the following details are correct - they certainly work!

1. The original resistance wire has a resistance of 1 ohm/inch.
2. Its diameter is 0.0075 inches.
3. The length appears to be 17.5 inches.
4. Bulb spec: 2.5 volts, 0.2 amps.
5. The bulb and resistance are connected in series.

This arrangement, when drawing a current of 0.2 amps from a 6 volt supply, gives a voltage drop of 2.5 v across the bulb and 3.5 v across the resistance. The total watts consumed is 6V x 0.2A = 1.2 watts which helps to keep things cool whilst you are slowly flattening your battery!!

If, like me, you find difficulty in obtaining wire to the original specification, there is no problem so long as you know, with confidence, the resistance per unit length of your alternative specimen. However, it is better not to put more than 0.2 amps through a single strand of this wire if it turns out to be thinner than the original! In other words, allow a reasonable "area" of winding for heat dissipation by connecting two or more strands of "twin" wire in parallel.

The wire I used is 0.0046 inch diameter with a resistance of 1.8 ohms/inch. From this I wound a "2-start" coil where the length of each coil is 19.5 inches. Its resistance is 17.5 ohms (strictly speaking it should have been a three coil to keep the amps per square inch as original at 4526 amps/sq.inch). Those with bigger motor cars employing 12-volt systems will find that a 2.5 v, 0.2 amp bulb is used on their ignition warning light also. The resistance of the coil should be 50 ohms and, as far as I can ascertain, the original wire again has a resistance of 1 ohm/inch.

It is worth noting that if a sound bulb fails to light up it is probably of the wrong wattage - ordinary 2.5 volt torch bulbs are no use for this duty. Don't try measuring the resistance of an

unmarked bulb unless it is drawing its full current. They are very temperature sensitive and only have a measurable resistance when hot.

EDITORS OTHER BIT (Not the girlfriend!)

I noted with a great deal of satisfaction a compliment bestowed on Henrietta by Bill (tatty box) Cordwell in the A7OC Newsletter June/July issue Beaulieu Rally review and I quote with pride.

"I attend better rallies at a fraction of the cost, the judging seems biased towards certain "types" and anyway is not consis­tent; and we pay through the nose to assist Lord "you know who" in attracting the public to see our cars.

Having said all that there were some fine Sevens on display. For myself the memorable ones were the Doctors Coupe, the Milk Delivery Van and the Pink Box saloon (Henrietta) - this last was beautifully restored, even if it was the wife’s choice of colour!"

Oh joy, (the wife's name too) - fame at last. Nice one, thanks Bill (TB) very much, we have enjoyed our season with Henrietta and glad you liked it and wasn't that Doc Coupe superb!!

Well folks, that’s it for now. See you soon and let’s hope we have another good year starting from the AGM.

TTFN

CHAIRMAN’S CHAT

Well, nearly through another year of Austin Sevening. Don't forget the AGM at the Dormers next Thursday. If you have anything to discuss, then will be the time to bring it up.

Gary and I had a very pleasant lunchtime at the Dormers last week and we booked Saturday evening 19th December for the Club Xmas Dinner or Party. Both will be discussed at the next committee meeting, more news in due course.

Just for the record, we have also arranged to have the Stable Bar at the Dormers for committee meetings and the usual room for Club night for the whole of next year.

See you next Thursday, club night.

Derek.

WANTED

A.30 Interior Heater. Gary Munn, Ringwood 78795 or Poole 671212 Ext. 2495

REPORT ON A7CA MEETING - SUNDAY, 10th OCTOBER

George and I travelled up to the meeting at Great Haseley and below is a brief note of items discussed.

Secretary Ian Dunford said he had not yet received clarification from DVLC concerning taxing of A7s and taxing at 7HP should still be continued if possible.

Stanley Edge had written to say that all his important litera­ture accumulated over 70 years was in safe keeping with a friend for reference access by A7C etc.

Ian said that he would be retiring from his Secretary's job at the AGM. He has been involved on the A7CA for ten years and only missed two meetings! He felt that with other commitments he was unable to give the job the time it demanded.

Treasurer There was £2578 in hand with a magazine bill to meet which would knock it down by about £1300 as the Longbridge issue was bigger.

Editor It was stated that the price for the Magazine could probably last another year at 35p and then perhaps be 40p in 1984. A fixed quantity of magazines from each club was required for 1983 issues.

Ten magazine binders were ordered for Dorset.

Registrar Only half the clubs had sent back details and two computer print-outs had been produced - one in chassis order and one in model order. Some of the information was inaccurate and so it was up to everybody to get the correct information in during the next six months before the next update.

Archivist The Bodies poster was with the printers. First day covers issue was discussed (see "For Sale" section this month).

Films Joe Spalter showed us the two-hour Austin Video that was now available at £25 incl. p & p.

Spares John Barlow said that new steel rad. shells were available as follows:

27/28 .... £55

29/30 .... £65

Box saloon front wings .... £130 pair

Opal two seat tourer rear wings .... £70 pair

Events Bernard Griffiths needs to know as soon as possible for next issue of magazine. Ian suggested Dorset have a "Pongy Polecat" run.

AOB. Main topic was Longbridge and a vote of thanks was recorded for the Midlands club organisers - Neil Bateman in particular. Observations rather than criticisms were made about such things as the 'Barbeque' and size of the marquee and it was pointed out that most of this was controlled by the caterer licensed by the Parks Dept. of the Council. £200 worth of tables and chairs were stolen by stallholders! Meeting ended at 4.30 pm.

Phil Whitter

KEY FOUND

In the club spares last club night, a single Yale key. See Phil on club night.

DON'T THROW YOUR JET AWAY!

Coming home the other day the Ruby started missing as if it was running out of petrol - finally it died! Looking at the carburettor, I noticed the manifold nuts were loose and so I tightened them up but still no joy. Next, I took off the float bowl and to clear it out threw the float and petrol onto the grass verge. I put it all back, primed it up and still no good! Then I decided to blow out the jets - funny the main jet was missing! I looked on the grass where I had thrown the petrol and there it was. Put it back and away she went.

Motto - On a well-used car check all your nuts regularly including carburettor jets and don't empty your float bowl in the dark!

Phil.

FOR SALE

AUSTIN SEVEN FIRST DAY COVERS I have a limited number of official first day covers showing the Austin Seven/Austin Metro at 60p each. available club night.

Phil.

,AUSTIN IN AUSTRIA

I received the following post card from Vic Steel recently touring in Austria with his Opal.

Monday 20th September

Have been pottering around Austria since last Thursday, jalopy going well, thanks to clutch and valve springs. Weather good with blue sky every day. Had an argument with the cops and am now fleeing to the Czech. frontier, going up a steep zig-zag mountain road about 10 mph in a cloud of steam!

Best Wishes,

Vic.