AUGUST 1979

DORSET AUSTIN SEVEN CLUB

THIS MONTH’S MEETING

THURSDAY AUGUST 16th 8 pm NAGS HEAD RINGWOOD. EVENING RUN TO THE THREE LIONS AT STUCKTON NR FORDINGBRIDGE. DEPART AT 8.30 pm

EDITORIAL

My comments last month about the need for increased ,membership prompted a verbal remarks but so far nobody has felt the need to put pen to paper. As our club bases its interest in Austin Sevens I see no danger of a flood of members which any one-make club might expect to get from advertising. Obviously we do not need to use the local papers - Bernard did quite well with his initial advert on   
his car windscreen at Beaulieu.

It was good to see new member Bob Burrows at the Mariners Rest last month with his ’34 Box. Bob is a partner at Bournemouth Ignition and recalls many of the goodies that were turfed out when he took over. Sorry that have Dave Tanner had to make an early exit because of lighting problems - hope everything is OK now, Dave. Apologies to Richard Hornby who became Hamly when my scribble was translated last month.

One of aims as a club is to help members to restore their Austins as economically as possible, so I would like to encourage any members to ask one of the committee for advice on availability of spares and services - it may save you a lot of time & money!

I visited Hugh Knott in Wareham recently and was able to see his splendid ’33 Box. He hopes to have it on the road at the end of this month. It is a credit to Hugh that he has done everything himself having got fed up with seeing so many Austins whose owners have got them restored by other people. It is a credit to him and represents over two years’ work. This is yet another Austin Seven in the Wareham area - surely the highest density of Austin owners in the South West.

Finally, don’t forget the DA7C Barbeque at the Wragg residence at West Moors on Saturday 25th August - see details in events section.

NEXT MONTH'S COMMITTEE MEETING 23rd August, Jolly Sailer, Poole Quay.

DODINGTON HOUSE RALLY

This was only a small rally by A7 standards, some 40 cars or more. However, we were parked in front of the house which made a change from the rear as usual. There were only four classes – Chummies, Opals, Boxes and Rubys which kept everything nice and simple for the judges.

Dodington House is set in woodland with a large lake to the rear. It has a large carriage museum with many fine exhibits, also a large stables with many horses used in the carriage and horse hire which is in demand for weddings, etc, these days. For the youngsters there is an adventure playground, Indian camp, train and carriage rides.

It was a pleasant day with nice weather during the rally. We had some luck in the awards with Glyn winning with his Ruby and myself with the Box. The overall winner was Mr. Lucas with a 1927 Chummy in better condition now than when new.

On the way home we encountered a thunderstorm with the worse rainfall ever recorded in the Salisbury area. It rained so hard as to force cars to pull up and stop. Some of those who did not, were later stuck in floods up to 2 ft. deep in places. Having let the storm pass, we pressed on with some amusement to see modern cars stuck in floods where A7s could pass with ease!

John Page

FORTHCOMING EVENTS

18/19th August, Longbridge A7. Rally. D.A.7.C. Camping weekend. Leaving Ringwood 9 a,m, Saturday returning Sunday evening. For details contact Glyn or Gary Tel: Ringwood 78795

25/26/27th August. Purbeck Old Tyme Rally, Silent Woman, Bere Regis

26th August Sherborne School Rally.

27th August Littlewick Show A7 Rally plus usual fete items

8/9th Sept. Autojumble at Beaulieu.

FORTHCOMING DORSET A7C EVENTS

AUGUST 25th 8.30 pm BARBEQUE AT THE WEST MOOS RESIDENCE OF M WRAGG ESQ. ENTRY FEE 75p per PERSON TO INCLUDE FOOD AND BEER. BRING A BOTTLE ALSO IF YOU LIKE. COVERED IF WET. PLEASE FILL IN FORM BELOW AND SEND WITH MONEY TO G MUNN 36 AVON AVE., AVON CASTLE, RINGWOOD, HANTS. BY THE WAY, MIKE LIVES AT 239, Station Road, WEST MOORS. ALL MEMBERS WELCOME.

SEPTEMBER 16th STOURHEAD RUN STARTING WIMBORNE SQUARE 11 am. ALL VEHICLES WELCOME. IF YOU WANT FURTHER DETAILS PLEASE RING BERNARD.

NEXT MONTHS MEETING AUGUST 16th 8 pm. NAGS HEAD RINGWOOD, EVENING RUN TO THE THREE LIONS AT STUCKTON Nr. FORDINGBRIDGE, DEPART 8.30 p.m.,

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AUGUST 25th BARBEQUE AT MIKE WRAGGS 8.30 pm

NAME ……………………………………………………………

ADDRESS …………………………………………..

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No. of people attending. . . . . . . . . . . at 75p. each (includes food & drink)

I enclose cheque/P.O. made payable to DA7C.

Send to G Munn, 36 Avon Ave., Avon Castle Ringwood,Hants

TECHNICAL TOPICS – REAR AXLE

When stripping down the diff it will usually be found that the three tab washers which lock the diff through bolts will not be reusable, having been attacked by various blunt screwdrivers etc over the last 40 years or so. Never be tempted to fit ordinary spring lock washers in place of tab washers as they are not really satisfactory for this application and any tendency for the 6 diff through bolts to loosen could mean the end of your crown wheel and pinion. If you don't feel like making new tab washers go along to your local BLMC Agent and buy 3 off lock tab washers part number 2A660, for a few pence each.   
These tab washers are not flat like the originals but have a raised central portion. After fitting, the raised centre portion should be lightly bent down to ensure it does not foul the inside of the axle case on assembly.

Some time ago in technical topics, Payen oil seal C360 was recommended as an alterative to the troublesome felt hub seals. If you find difficulty in obtaining C360 seals, which apparently are not used very much nowadays, then ask for C673 seals. This seal is identical to the C360 with the exception of the outside diameter, which is .001” larger. It is also readily available being used on the current Ford range. Now, if your hubs are anything like mine then the extra .001” on the diameter of the C673 is more of a blessing than a hindrance. However, if the seal is tight in your hubs then the extra .001” can soon be removed using fine emery cloth. Incidentally, when fitting Payen oil seals in place of felt hub seals always refit the large pressed steel shield in the bearing housing. Although the shield is not really necessary for the functioning of the Payen seals. its original purpose in life was to keep felt out of the wheel bearing. It is necessary to replace the shield as the two halves of the hub are bored out to the bearing width plus the shield thickness. If you leave the shield out, than you will end up with another shot hub as the bearing will soon start to float in the hub bore, believe me, I know from experience!

With acknowledgement to Solent A7C.

OVERCOMING COMMON FAULTS ON THE A7 CLUTCH

The Austin 7 clutch when in good condition, has a very sweet action but a comparatively short travel (about 1 inch). The usual in-out stiff action, 1/2 “ travel and the pedal hitting the stop on the engine mounting means that attention is called for. This is usually caused by a combination of wear and mal-adjustment. The other fault, sometimes called clutch wink is caused by the uneven action of the levers against the thrust race when badly adjusted. Due to the design of the lever mechanism the leavers wear a depression in the clutch cover plate and the thrust race housing. To rectify this, it is necessary to fill in the depressions (usually by welding or brazing) end file or machine off to the original depth. Also the radii on the levers should be cleaned up so that all three levers are identical. To improve further the geometrical accuracy of the mechanism, the dimension between the face of. the flange and the centre of the hole on the withdrawal posts should be checked, and rectified by machining if necessary; similarly the depth of the slot, in the cover plate should be identical. The thrust race plate should be attended to in the same manner at the cover plate (this is an interference fit in the race and can be prised out). The majority of the seating can be machined in the lathe using the face that locates against the thrust race as a datum and the remainder filed up flush.

The levers on the clutch pedal shaft and the rear of the thrust race should be checked for wear. The thrust race itself can be dismantled and reconditioned by a specialist (replacements are unavailable). The final adjustment to eliminate the rattle and vibration of the clutch levers is to check the position of the end of the levers relative to the bellhousing face or the clutch plate face. This should be done with the clutch assembled on the engine; if there are no return springs as fitted on the later cars. It is essential to get the tips of the levers in the same position relative to the plane of rotation.

The dimensions given in the service journal is 1” to 1 3/16” between the rear face of the clutch centre plate B and the end bearing faces A as shown in the diagram. This is more accurately checked from the bellhousing face C using a straight edge and a pair of verniers or depth gauge.

Newnes quote a figure of 5/16” from the bellhousing face for the later cars with spring return thrust race. The only way of adjusting the levers is by bending (which can be done in situ with a slotted lever made from suitable scrap or a tyre lever.

OIL ON THE CLUTCH

While the engine and gearbox are separated, it is as well to check the state of the oil seal and bearing on the input shaft of the gearbox. A worn bearing will make the seal’s job impossible and oil can travel up the shaft on to the clutch linings. The. front housing is easily machined to take a common modern lip seal if all else falls.

With Acknowledgement to A7OC Journal.

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FOR SALE

Triumph Dolomite (overdrive) 1974 finished in Honeysuckle. Magnificent all round condition. Desperately need cash to buy a Chummy so must sell. Bargain at £1,595 Ring Gary Munn on Ringwood 78795 after 5 pm.

Standard 8 drophead coupe, in need of total restoration. Offers to Glyn Llewellyn, New Milton 613080

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Alderholt Steam Rally

We arrived at the Alderholt steam rally in the Baby at about 5 o’clock and pitched the tents. At about 7 o’clock Gary arrived and was soon settled in. We waited and wondered who else would be coming to a Dorset A7 club camping weekend but nobody else arrived. Saturday dawned cold but dry and after breakfast we parked the cars over in the section reserved for Dorset A7 club members. Vic Steele & Lawrence Rideal arrived during the morning and we wandered round the stalls looking for bargains.

On Sunday a few some members arrived including Terry Jefferies & family, John Bramwell & family, and Rodger Ballard. One of the day’s highlights was the free fall parachutists, one of whom was blown off course and landed amid the stalls!

Everyone agreed it was a very good weekend but we could have done with more campers. What about Longbridge?

GLYN