February 1979

DORSET AUSTIN SEVEN CLUB

THIS MONTH’S MEETING: 8.15 pm, THURSDAY 15th FEBRUARY NAGS HEAD RINGWOOD

Norman Aish is going to give us a talk on historic commercial and public vehicle preservation. Please let’s have plenty of support.

EDITORIAL

It was good to see so many faces at our skittles social. We had about forty six present and it certainly gave everybody the chance of having a chat together. A special word of thanks to all those who contributed to the raffle and also to Derek Munn who financed the postal side of my "mail shot” to publicise the social.

Welcome to members Steve Guy from Winfrith who has a '33 box, Richard Collings from Wool with a ‘30 Chummy, and C. Udall (sorry we don't know your first name) from Bridport with a '37 Ruby used for everyday transport.

This month we have a new typist, Pat Llewellyn. Many thanks to Pat for relieving Jackie of the job she has done as well for the past two years or so.

Back on the car scene Bernard tells me he is taking his hood frame to Owen Legg to have a new hood made for his Chummy. He obtained the correct pattern from A7CA archivist Phil Baildon.

I have just had some new -Triplex side windows cut by Dorset Glass. Their price for Triplex at £1-60 sq.ft compares very well with other quotes up to £3 sq.ft. It cost as much to have the sides polished as it did for the glass!

Incidentally it is worth remembering when dealing with small companies e.g. precision engineers, platers etc. that you can always get a lower price by saying 'cash no receipt’ when asking for a quote. Finally I hear from Lawrence Rideal (the man with the money) that our membership stands at forty three which is very encouraging. Hurry up with any late subs we might push it to fifty!!

A REMINDER OF YOUR COMMITTEE FOR 1979

CHAIRMAN Derek Munn, 36 Avon Ave., Avon Castle, Ringwood (78795)

SECRETARY Bernard Cowley, 232 Rempstone Road, Kerley, Wimborne (887666)

ASSIST. SECRETARY: John Page, 74 Walcott Ave., Christchurch, (73207)

TREASURER. Lawrence Rideal, 36, Diprose Road,Corfe Mullen (Broadstone698249)

EVENTS SECRETARY: John Stone, 22, Cobham Way, Wimborne (886537)

ASSIST. EVENTS SEC. Gary Munn, 36, Avon Ave., Avon Castle Ringwood (78795)

EDITOR. Philip Whitter, 89, York Road, Broadstone (694857)

COMMITTEE: Glyn Llewellyn, 10, Woodvale Gardens, New Milton (613080)

Michael Wragg, 239 Station Road, West Moors\_ Ferndown (875087)

FORTHCOMING EVENT MARCH 18th

Treasure Hunt starting from the Alice Lisle, Linford, Ringwood at 2.00 p.m. - possibly children’s room available. If you want a drink get there earlier - bring moderns - this is purely a social event.

THIS MONTH’S COMMITTEE MEETING:

Thursday 22nd February, Catherine Wheel, St. Gathering Hill. PLEASE NOTE CHANGE TO LAST THURSDAY OF MONTH

TECHNICAL TIPS FROM MIDLAND A.7.C. NEWSLETTER PART 3

Uneven compressions will cause a roughness throughout the speed. range when the engine is pulling, however lightly. The first steps towards curing this will entail checking the valves, seats, pistons and rings and possibly the volumetric equality of the combustion chambers; which isn't so bad as it sounds and will be explained later.

Yet another cause of vibration is ignition that is too far advanced, which in itself can be affected by incorrectly set contact breaker points. So first check the points (after checking for burning and pitting) then retard the ignition one degree at a time until, when accelerating hard, the engine just loses its smoothness. (Under hard throttle the engine will be slightly rougher than cruising).

A fourth reason for vibration is a slack rear main bearing which will require a major dismantle to get at, hence the reason for eliminating the other faults first.

AN AUSTIN 7 EXPERIENCE

I was first introduced to 7s when my brother bought one off an old lady for £25 in 1955. My father thought he was mad buying such an old car for which was then a fair amount of money. I helped maintain this 7 with my brother for many years and used it myself for a couple of years every day for work. He still owns it by the way, and has recently used it for the last 2 years. Also at this time (the late fifties) I bought A7s for spares including a military tourer and a 1929 saloon both for a fiver each!

A natural progression from this was to build a special. So I joined the 750 club to find out more about them and used to go to the H.Q. meetings at the Abbey Hotel in North London. The car park there usually was full of 7s and specials some of them being brought on trailers just for an evening meeting!

I started building my special in 1959 and finished it in March ‘61 one month after passing my test! I was hoping to pass as I had entered 750 M.C.'s Brands Hatch practice day in the April. It was a racing special with no doors or hood and being poor I drove it from North London to Brands boiling most of the way! At Brands I found under heavy braking the brakes were not balanced and braking sharply at Paddock Bend the front end broke away sending me at great knots into the bank. After repairing it in the pits I managed to drive it home later in the day. That same year I had a little success in a hill climb by coming 3rd in my class. The car was also loaned to a friend of mine to race at Brands Trio meeting (he later became head of Ford A.V.O. as it must have done him good) The car came 2nd in a heat and 7th in the final.

Due to problems with storage I sold the car in 1963 and haven't seen it since. In 1964 I was given a Ruby van, I see its still on the register.

After selling the van I had a gap from owning 7s until I saw an ad in the Exchange and Mart for a 1930 7 for spares. I rushed down to Southend from London one Saturday afternoon and after knocking him down £2.50 to £22.50 I bought the car. This of course is my present 1931 Saloon.

Whilst I was renovating it I wanted a hack to use and I heard of one for sale in New Milton — I was living in Romford Essex at the time. After bidding £5 on the phone for it I went with a friend of mine Mike Christy who has one of the best Nippys in the country and his trailer to pick it up. After spending another fiver on an engine and checking the brakes I did about 2,000 miles in the car in 1971. This car is AMR 79 now currently owned by Ray and Aileen Wood of B.A.7.C.

The ‘31 box was just finished a couple of months before 1972 Longbridge Jubilee Rally that being its first long run with no trouble.

Three years ago I bought the ‘25 Chummy which had been owned by the last owner since 1954 so luckily it had not been touched by the special builders of the fifties. I hope to set it on the road this year.

So for the past 20 odd years the 7 has been part of my life. There must be a moral somewhere but I don't know what.

Bernard Cowley

NEW ITEMS AVAILABLE FROM A.7.C.A. SPARES SCHEME

RUBY RADIATOR COWL WINGS REDUCED FROM £3.85 to £2.45

TRIANGULA CHROME ARROW ABOVE COWL WINGS NOW £1.45

PRE RUBY SCREW ON WINGS NOW £1.75

AUSTIN SEVEN SCRIPT FOR RUBYS NOW £3.00.

MAGNETO IGNITION FAN BLADES £3.00.

VALVE LIFTERS (ORIGINAL PATTERN) £1.75