DORSET A7 CLUB NEWSLETTER NOVEMBER 1983

CLUB NIGHT THURSDAY 17th November We are having an auction at The Dormers. Items need not necessarily be transport related but must be clean. 10% for the Club on all items sold. So, come and find that bargain or sell some and make your fortune.

CHRISTMAS DINNER

SATURDAY DECEMBER 17th AT THE DORMERS. PLACES ARE BEING TAKEN FAST, SO IF YOU WOULD LIKE TO COME RING GARY MUNN ON PARKSTONE 74595 RIGHT AWAY AS PLACES ARE LIMITED. (RESERVATION FORM IN THIS NEWSLETTER) CLOSING DATE DECEMBER 3rd.

EDITORIAL

HI GANG,

Well, here we are again then, sunshines and its your own fault. You all had the chance of the Editors job at the AGM, and not a single taker. So now you can put up with me once more.

Many thanks to George Mooney, the Editor of the last 2 years, for his hard work also to his wife Joy for her help. I should also like to mention John & Cyn Page who print and post the Newsletter, it’s a long and messy job, thanks from all of us.

The AGM last month was not very well attended, but those that came got on with the job, and with very little debate the business of the night was soon completed. There followed the pleasant task of voting for, and presentation of the newly presented Bob Burrows Clubman’s Trophy. The first person to win this is Phil Whitter for his marvelous efforts for the club with the Spares Scheme. Well done Phil.

With the arrival of Winter, I should remind you that modern cars are welcome on our Winter runs but try to bring your Seven if it is "on the road". There will, as usual be a run each month through the winter months along with several social evenings, a list of these appear in this newsletter. Please lend your support, you’ll enjoy it.

See you club night,

Glyn

SUBS\*\*\*SUBS\*\*\*SUB\*SUBS\*\*\*SUBS\*\*\*SUBS\*\*\*SUBS\*\*\*SUBS\*\*\*SUBS

SUBS ARE NOW DUE PLEASE COMPLETE THE ENCLOSED RENEWAL APPLICATION FORM AND SEND IT AND YOUR CHEQUE MADE OUT TO

DORSET AUSTIN 7 CLUB TO JOHN PAGE, 74, WALCOTT AVE. CHRISTCHURCH, DORSET.

YOUR NEW COMMITTEE FOR 1984

CHAIRMAN Bernard Cowley, 232 Rempstone Rd, Merley, Wimborne 887666

SECRETARY George Mooney, 22 Southwood Ave. Southbourne, Bournemouth 425989

TREASURER Lawrence Rideal, 3, Woodlands Ct. 398, Charminster Rd, B’mth

MEMBERSHIP SECRETARY John Page, 74, Walcott Ave., Christchurch 473207

SOCIAL SECRETARY Gary Munn, 17a, Munster Road, Parkstone 745951

SPARES SECRETARY Phil Whitter, 134 Northfield Rd., Ringwood 5558

EVENTS SUB COMMITTEE Richard Cressey, Old School House, Charlton Horethorne, Nr. Sherborne, Dorset. Corton Denham 526

 Bernard Cowley 232 Rempstone Rd, Merley, Wimborne 887666

 Mike Wragg, 239 Station Road, ­West Moors, Ferndown 875087

COMMITTEE MEMBER G.D.B Derek Munn, 17a, Munster Road, Parkstone 745951

EDITOR Glyn Llewellyn, 10, Woodvale Gdns, New Milton, Hants 613080

LETTERS TO THE EDITOR

CGM Products Limited

Linksway House, Tooting, SW 17 London.

Dear Secretary,

Would you please advise our members, in the next issue of our Club magazine, of the availability of 3-50-19 tyres as shown at the last A7 CA meeting? Each tyre will be £18 + VAT and delivery. It is possible that arrangements can be made for these tyres to be available at most of the A7 meetings, when, of course, delivery charges would be wavered.

Should clubs wish to buy in quantity: 25 tyres or more, then we can offer them at a reduced price of £16 + VAT.

Thanking you in anticipation. Yours faithfully,

Howard N. Annett.

8, The Laurels,

Gillingham, Dorset.

9.10.83

Dear Editor,

At last after 4 years our 37 Ruby is on the road. We won’t bore you with a bolt by bolt account but suffice to say the rebuild had its good and bad times. For example, having had the windscreen surround chromed we found the chrome was falling off the day we collected it. Anyone know a good plating firm?

On the other hand, having searched for four years for the correct headlights, I was given a pair just before I finished the car. The car was just finished enough for its M.O.T. the evening before Stourpaine Rally, which we attended. An unexpected shock was when the car had to go on the roller brake tester. I thought, and hoped, it would not fit. Luckily I had to work the car on the tester, so it passed first time.

There are still many jobs to be finished on the car including the re-upholstering of the seats, but at least it’s on the road now and we are using it as often as possible. We would like to take this opportunity to say thank you to Phil Whitter and Richard Cressey who helped with advice and encouragement and especially to Richard Cowell without whose help we would never have started, let alone finish, our first Austin 7. Thanks to everybody. Must go now as Christopher wants a ride

in "Herbie".

Mike and Anne Lawson.

Well done you two. I look forward to seeing you on our runs.

ANSWERS TO LAST MONTH’S QUIZ

1 Letters of the Alphabet

2 Wonders of the World

3. Arabian Nights

4. Signs of the Zodiac

5 Cards in a deck with Jokers

6, Planets in the Solar System

7. Piano Keys

8 Degrees F. at which water freezes

9. 18 Holes in a Golf course

10. Degrees in a Right angle

11. Sides on a 50p. piece.

12. Blind mice see how they run

13, Quarts in a gallon

14. Hours in a day

15. Wheels on a uni-cycle

16, Heinz Varieties

17. Placers in a football team

18. Days in February in a leap year

19 Squares on a Chess board

20 Days and Nights of the great flood

21. Trombones in a brass parade

22 10 Little Nigger boys

Well done Chris and Lyn. First prize is a blood orange for Christmas, donated by George Mooney. ED.

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BONFIRE PARTY AT PETE AND JUDY TRELIVINGS

As you all know, Pete and Judy were kind enough to invite the club to their Guy Fawkes Party on November 5th. The following members went along: George Mooney, Phil Whitter and family, Dusty Whibley and family, Will McKenzie, Mum, Dad and I.

On arrival we received some delicious hot punch, the weather was perfect and the fireworks expertly organised and displayed by Pete and friends. How many times have we all wished we could light such a successful bonfire and enjoy hot food and enjoy hot food and soup as well.

I think all those present would join me in thanking Pete and Judy for an excellent evening, which must have taken them many hours of hard work to organise.

Gary Munn

EVENTS CALENDAR

THURSDAY 17th November Club Night Auction at the Dormers. Clean items only please 10% to club funds.

THURSDAY 24th November Committee meeting. Tyrells Ford. Avon.

SUNDAY DECEMBER 4th Club run to High Corner Inn. Leave Wimborne Square 10.30 a.m.

THURSDAY DECEMBER 15th Club night

SATURDAY DECEMBER 17th CHRISTMAS DINNER AT THE DORMERS

THURSDAY DECEMBER 22nd Committee meeting.

SUNDAY 1 st JANUARY 1984 NEW YEARS DAY RUN

THURSDAY 19th JANUARY Club night.

"TECHNICAL TIP" OR "IN MY OPINION"

Proceeding steadily along the High Street suddenly we hear this ‘ORRID noise and we grind to a standstill with the engine running. Funny I thought!! but a quick check underneath proved not good, all the teeth had stripped off my "opinion".

So back to the garage. After thinking about where to start when one’s opinion is shattered, we drain the oil from the diff casing. (if there is any in) then make the car safe before venturing underneath when the wheels are off, remove the brake drums and shoes, undo the half shaft nuts (these are usually the tightest nuts on an A7) When your nuts are loose I removed the outer hub casing then knock back the tabs on the inner large nut, which holds the bearing on and undo the nut. Then put the outer hub back on and spin the wheel nuts on just tight. Using the hub puller, remove all the wheel Bearing Housing and you should be left with just the half shaft sticking out.

Now we can knock the tabs back on the back plates. I always take the brakes completely off because when all the bolts are out of the spring shackles and shock absorbers, the bit wot’s left tends to gravity its way down and it ain’t ‘alf easy so we don’t want bent back plates do we?

We need not mention removing the prop shaft as this is the easy bit! So, when both sides have been attacked in this way the whole rear axle can be lowered gently to the floor and away from the car.

Now the actual stripping down can begin. Knock back all the tabs around the "D" on the casing and remove the bolts and store safely. Now with the biggest copper hammer available, persuade the wife or girlfriend to make a cup of tea!!!

After this sustenance the two halves will just fall apart.

The next problem is removing the bolts which hold the crown wheel carrier together, these also hold all the planet gears in. Give the two halves a gentle tap when all the bolts are out and things should start to happen. Don’t worry if all the gears drop out because they are all the same. Now we can put in replacement half shafts if that’s what your problem was or, if not, your problem is a X!? Q! great pile of bits and a car wot ain’t going nowhere!!

If like us it is a pinnion problem, then have some more tea ‘cos this is where the fun starts.

Obtain off the garage shelf one crown wheel and pinnion set. (If you have not sold the car yet!!) clean everything down and smear with new axle oil. Remove the nut on the end of the torque tube and pull off the flange (I use a leg puller, Sorry!!) with a Three legged puller to remove this flange, then unscrew the brass thingy, (I don’t know what it’s called) and I think you should be able to knock the pinnion shaft out towards the rear, I think? Having changed the pinnion, reassembly is reasonably straight forward but care must be taken to ensure the mesh of the teeth on the crownwheel and pinnion are slightly towards the small end of the tapered teeth and an equal amount on each side of the teeth. The way this is achieved is by adjusting the castellated rings on each side of the crown wheel housing, making sure the two 5 thou shims are in place in the torque tube and the six bolts are tight. Then adjust the ring on the side which pushes the crown wheel onto the pinnion so that resistance is just felt, turn the pinnion around making sure there are no tight spots, then adjust the other ring to take up all side movement then turn this ring back 2 notches. This is most important as it can over heat with running clearance. This clearance should give 5 thou, back-lash with the axle dry.

If you have followed all this, we should now be ready to put the axle back on the car. After all that the axle should sound a lot better if you remember the OIL! One thing I have forgotten is the inner OIL seals. When both halves of the casing are apart spin out both adjusting rings and at the back you will find a steel washer held in place by a ring in a groove, prise out this ring and the washer will come out and there should be an OIL seal behind it. Get some off the garage shelf and soak in OIL overnight and refit before reassembling the axle casing - Keep your nuts tight.

Keith & Lesley Marriner

SECRETARIAL

Well here we are, all raring to go and nothing of a secretarial kind to report. A quiet start to my turn of duty?

To date I haven’t had any correspondence in or out and still await my secretary’s kit from Bernard, we just haven’t had time to get together.

Our Autumn has been so beautiful that it reminds me of early summer and as such it was a perfect weekend last for the London to Brighton run.

Joy and I went to Brighton in the Ruby, nobody else turned up although we were pleased and surprised to see Nick Mitchener and his lady jostling in the crowd. We had time for a few words.

Prince Michael was much photographed particularly whilst talking to Richard Noble of record breaking fame Project Thrust and all that. Richard drove down in a 1904 car, I think it was a Peugeot, bit of a difference from 600+ MPH eh! More than 200 cars had arrived by the time we left the scene.

The celebrity this year was Gloria Honeyford of the BBC, her car broke down 24 times on the journey!!

With the tax evaders for Road Fund apparently getting away with murder it seems possible that it may be abolished altogether. It will help us with the old cars if it goes on to the petrol, but I expect commercial and business users will put up a big fight.

I have made the arrangements with the Civic Society for a conducted tour of the remains of the NOTHE FORT at Weymouth for Sunday coming. It is Remembrance Sunday, so it is possible that the guide will not be the man who I spoke to. He is going to possibly be in London at the Cenotaph. Hope all of you that come think to wear a poppy, 2.30 at Nothe Fort.

By the time the letter lands in your hands the run and visit will of course be past history, let’s hope it is a good day.

I read an article about the METRO and the A7 today and it was interesting to see the following statement.

The Austin 7 was destined to become a motoring legend, one of the greatest and best loved British cars of all time.

Cheers for now,

George

MEMBERSHIP NEWS

I was recently told that New Milton member Jim Burry has been ill in hospital, I understand he is now home, and we wish you a speedy recovery Jim.

Ed

REGISTRATION DOCUMENTS

DON’T FORGET IF YOU HAVE ANY OLD-STYLE LOG BOOKS, YOU MUST GET THEM COMPUTORISED BY NOVEMBER 30th OR YOU WILL LOSE THE REGISTRATION NUMBER

ED.