

DORSET AUSTIN 7 CLUB NEWSLETTER FEBRUARY- 1984

CLUB NIGHT

THURSDAY 16th FEBRUARY AT THE DORMERS. A SHORT FILM FOLLOWED BY A NOGGIN AND NATTER.

EDITORIAL

Hi Gang,

How do you like the new cover? posh eh? George did the art work and I have had a stencil made so that we can print them ourselves, well done George.

By the time you have read this the Barn Dance will have come and gone, Gary tells me that we will have a record attendance this year 60 so far, I did hear that the caller wanted to bring 35 people!! Needless to say, he was politely put off.

Incidentally, did you know that you can have a photograph of your car taken at The Longbridge Jubilee Rally by sending your registration number, a stamped addressed envelope and £1.50 (needless to say you must have attended the rally in your car) to Phil Baildon, The Old School, Main Street, Theddingworth, Nr, Lutterworth, Leicestershire.

By the way, if you are not reading this because you have not received your newsletter, serves you right for not paying your subs, be seeing you.

Glyn

EVENTS CALENDAR

THURSDAY 23rd FEBRUARY COMMITTEE MEETING AT TYRRELLS FORD, AVON.

SUNDAY MARCH 4th AVON VALLEY AMBLE CLUB RUN. LEAVE WIMBORNE SQUARE 10.15 a.m.

THURSDAY MARCH 15th CLUB NIGHT AT THE DORMERS. A TALK. DETAILS NEXT MONTH.

SATURDAY MARCH 24th SKITTLES EVENING AT THE MONMOUTH ASH, VERWOOD. SEE DETAILS AND ENTRY FORM IN THIS NEWSLETTER.

SUNDAY APRIL 8th CLUB RUN. DO DETAILS YET.

SUNDAY 17th APRIL POSSIBLY THE DAFFODIL RUN. NOT CONFIRMED.

THURSDAY APRIL 19th CLUB NIGHT AT THE DORMERS

RUN TO CADBURY / CAMELOT CASTLE

This run was well supported with 8 Austin Sevens turning out. At Wimborne, we met Bernard, Jacky and 2 children in the Chummy, Gary in his box, Jim and a pal in his Tickford, George and Joy, and Glyn and Pat in their Rubies. Mike and Pam and Peter and Daphne came in Moderns. We left Wimborne in bright sunshine and drove to Sturminster Mill, where we met Cyril and his friend in their Ruby and Richard and Margaret and family in their Pearl. From Sturminster Mill we had a very pleasant run through the lanes to the Queens Arms at Corton Denham, where fine food was had by all. After lunch we all went for a walk round Cadbury Castle. This is a large Iron Age camp covering 18 acres and one of the largest in Britain, It is the meeting point of many ancient roadways, and is guarded by four huge banks 40 ft high from the bottom of the ditches. From the topmost point can be seen Glastonbury Tor, and on a clear day Weston-Super-Mare. After the Ancient Britons came the Romans who fortified still further - all very similar to Maiden Castle at Dorchester. The story that makes this castle different from any other in England is that a previous tenant may have been King Arthur.

A very pleasant day was had by all, and many thanks to Richard and Margaret for organising it all.

John Page

TECHNICAL TIP

When adjusting Austin 7 cable brakes (on cars with coupled brakes) all 4 wheels are jacked off the ground, have a mate apply medium pressure to the brake pedal, or if all your mates are down the pub, wedge a block of wood between the seat and the pedal, and test the resistance on each wheel.

It is most important that the brakes are tested from the footbrake rather than the handbrake, as the latter acts on the centre of the cross shaft rather than from the offside end. The difference being the handbrake won't pull and twist the shaft especially if the brakes are worn, in the same way as when the pedal is used in normal road conditions.

As you all know the cables should be adjusted so that the front brakes come on slightly in advance of the rear, and the near­side rear should under light pedal pressure come on slightly more than the offside rear, so that under heavier pressure as the cross shaft moves they equal themselves up.

Having successfully adjusted the cables, go for a test drive and join your mates down the pub to celebrate!

Gary Munn

SERVICES

MUM ELLYN’S. FOR ALL AUSTIN 7 MECHANICAL AND ELECTRICAL REPAIRS. PHONE GLYN ON NEW MILTON 613080 OR GARY ON PARKSTONE 745951.

AUSTIN 7 BRAKE RELINING SERVICE

SET OF 8 SHOES ANY YEAR EXCHANGE SERVICE £15.25

CLUTCH LININGS AND RIVETS 1923/36 £8.50

CLUTCH LININGS BORG AND BECK 1936/9 £8.50

ALL PRICES INCLUDE POSTAGE & VAT. SERVICE BY RETURN OF POST FROM: - BERNARD COWLEY, 232 REMPSTONE ROAD, MERLEY, WIMBORNE 887666.

MIG, SPOT, AND GAS WELDING BY SKILLED TECHNICIAN DONE AT YOUR HOME BY ARRANGEMENT, OR IN WORKSHOP. CONTACT CHRIS SMITH ON RINGWOOD 78066.

CRANKSHAFT REGRINDING AND CONROD REMETALLING. REGARS, COLUMBIA ROAD, BOURNEMOUTH.

To Drain or not to Drain

Now that the new season is about to begin the Austineer starts to prepare his treasured possession for the grueling months ahead - off come the dust covers, out comes the polish and touch up paint. With the last frost gone, "Good", thinks our intrepid Austineer, "Now to drain the antifreeze and flush through the cooling system and fill with nice clean water making it sparkle like the rest of the car". Little does he know the trouble he is causing. Taking the anti-freeze first, you should always use the best grade universal antifreeze which is suitable for iron and aluminium. The base chemical used in antifreeze is highly corrosive and to counteract this, an inhibitor is used. Therefore, when you use antifreeze all the winter months it will attack the water jacket until all the oxidisation is removed. (This is the reason for the rusty looking solution that you sometimes see). By draining the system of its antifreeze and filling with clean fresh water the corrosion process is set in motion once again. It will also corrode if you drain the system of water at the close of the season and leave it empty for the winter.

This causes the problem we have all seen with the side and top aluminium water connections, i.e. rotting away and disintegrating. Out of interest, another problem caused is the damage to the support straps that hold the aluminium connections, and most of us have used different methods to fix the water connections once the straps have rotted away. (Before I go any further, a few words of advice - there is no way in which a full and satisfactory repair can be carried out. Some of you have been lucky and managed to get the connection to seal by devious means. Welding is no good as the weld will be stronger than the parent metal and can break away at any time. The only sensible thing to do is to sort out a good cylinder block and cylinder head.)

So, where does this leave us? At any time, an engine overhaul is carried out make sure that the straps (two in the cylinder block water jacket and one in the cylinder head water jacket) are sound. Check the threads in the straps and, if there is any doubt, take them to a reputable engineer and have them helicoiled. Before making any attempt to fit water connections make sure that the water jacket is cleaned out. Using a strong piece of wire try to get all the loose scale off around the cylinders and around the walls. If you do not have an air-line use Mum's vacuum cleaner, not forgetting the connecting ports between block and head. Do not bolt connections on. Make up the correct length studs and screw them firmly home.

Using a good quality jointing compound on new rubber joints, slide connections over studs. Fit new fibre washers over protruding threads. DO NOT FIT FLAT OR SPRING WASHERS. Fit nuts and tighten onto fibre washers. Fit the top and bottom hose after making sure they are sound. If in doubt fit new fit jubilee clips that have a hexagon on the screw as well as a slot. You can purchase a small box spanner to fit the hexagon and this will enable you to tighten the clip without any problem.

Fill the system with a solution of water and antifreeze (minimum of 25: antifreeze).

Another point is raised - the Austin cooling system is thermosyphon and not a sealed system like our modern cars. Hot water expands, and as you drive your Austin coolant will come out of the overflow, so before your next journey you top up the radiator and the same thing happens again. All you need to do after topping up is occasionally remove the rad. cap and keep an eye on the level. Top it up only when the level is really getting low. So now on have a leak-free system filled with a solution of no less than 25% antifreeze, plus a half gallon container filled with the same solution for topping up.

Pinched with thanks from Essex A7 Club newsletter

ANNUAL SKITTLES EVENING

TO BE HELD AT THE MONMOUTH ASH, VERWOOD, ON SATURDAY EVENING 24th MARCH AT 8 p.m.

WE HAVE ONCE AGAIN RETURNED TO THE MONMOUTH ASH, BY POPULAR DEMAND, FOR OUR YEARLY LIGHT-HEARTED SKITTLES EVENING. THERE WILL BE A CHOICE OF FOOD AND WE HAVE ARRANGED BAR FACILITIES IN THE PUB'S ALLEY. AS USUAL WE WILL HOLD A RAFFLE WITH MANY GOODIES TO BE WON.

ALL FRIENDS ARE MOST WELCOME, REGARDLESS OF THEIR SKITTLING EXPERTISE

PLEASE COMPLETE THE FORM BELOW AND RETURN IT AS SOON AS POSSIBLE TO AVOID DISAPPOINTMENT. CLOSING DATE 17th MARCH

Reservation form for DA7C Skittles evening on 24th March 1984

Please reserve me ……………. places for the annual skittles evening.

I would like …………. Chicken in the basket @£2 ea.

 Sausage & Chips @ £1.30 ea.

 Ploughman’s @ £ 1.15 ea.

I enclose a cheque for £ ………. payable to the Dorset Austin 7 Club.

Name …………………………………………………….

Address …………………………………………………………………………………..

…………………………………………………………………………………………….

Telephone No. ……………………………………………

Please return form ASAP to Gary Munn, 17a Minster Road, Lower Parkstone, Poole, Dorset.

