DORSET A7 CLUB NEWSLETTER MARCH 1983

Hello again.

To all our members who wonder whatever happened to our cover sheet, I have to apologise. We have had plans to get a front cover printed but as usual we are trying to keep the cost low and it takes time awaiting the persons with the skill and opportunity, but it will eventually happen, believe me.

The last meeting was a true Noggin and Natter with no planned activity, some of you prefer this I know. personally, I prefer some kind of activity, but it isn't my club! It is yours and we are keen to have your ideas/suggestions for activities each month. My mail bag is open (and empty).

The meeting this month features a Quiz devised by Laurence and which he will chair. I hope you all enjoy it.

The mystery run was only a mystery when it was billed because I hadn’t got a clue what to do! In the end it wasn’t much of a mystery because all who came on the run knew the end destination, but more of that elsewhere.

The season is nearly upon us and I personally have not done anything to make our Box ready for the road, I must get on with it. I suggest you do the same, Spring cometh.

I still want material for the newsletter, but I won’t hold my breath waiting.

Yours Editorially,

George.

CONVERTING CHUMMY MAGNETO TO COIL IGNITION

After having towed my sister and '26 Chummy 50 miles at 5 a.m. in the morning, after 3 Magnetos, had packed up, I decided that enough was enough!

I had heard several rumours of rebuilt units lasting all of 100 miles, which meant only one solution - pushing the car over the nearest cliff, but just as the front wheels slipped over the edge, I had a brain wave (a very rare occurrence) as follows: -

The Magneto in question is a BLICC A4R (fitted to many A7's), which has all the essential ingredients of a normal distributor, i.e. points, rotor arm and cap all geared to suit engine speed.

The low-tension circuit (negative earth)

I used the original wire which runs from switch panel (ign. terminal) to the magneto points, (which usually shorts the points to earth to switch the engine off). In the case of the (1928-31) Lucas switch panel the wire must be removed from this terminal and reconnected to a positive one (B + etc.) The cable must then be switched (to turn ignition on and off). I put a small toggle switch hidden under the dash. In the case of the early CAV panel it should be possible to use the original switch if it is wired positive instead of to earth. No doubt even with the Lucas panel and plenty of time it would be possible with parts from the later coil ignition panel (1928-31) to use the original switch for on/off. It really depends how permanent you intend to make the modification. From this switch, the cable is cut at a suitable length to join to the SW (switch) terminal of a normal 6-volt coil - ancient or modern. The remaining bare end of the wire should be connected to the C.B. (contact breaker not citizens

band) terminal of the aforementioned coil. This last bit of the wire just continues on to its usual terminal on the Mag. as previously which now incidentally provides the positive power to the points instead of the previously negative short circuit.

There must be a condenser across the points, so I took off the aluminium top cover of the Mag., unbolted the Magneto’s original coil and condenser and fitted on a normal A7 coil ignition condenser - the body strap of which was fitted to one of the lid nuts (earth) and the terminal of it was connected to the wire which comes up from the points to the Mag. It may be possible to use the original Magneto condenser in situ. but I think it is of a different resistance (so as this is all a bit above me, I decided to play it safe and fit the coil condenser!) This completes the low-tension circuit as the points go to earth, via the Mag, body and chassis, to the battery.

The High Tension Circuit

This circuit runs through the usual HT cable from the coil H.T. terminal via a hole drilled in an inconspicuous place in the Magneto lid, to the ferule where the original Mag. coil sent its power to the distributor cap rotor, thus the spark plugs will be fed with sparks exactly as originally.

With my unit I bolted the coil inside the dash and ran the 7 mm. H.T. cable unseen to the Magneto lid hole, so that at a first glance the system looks entirely original - only one difference, it won't melt its SHELLAC half way across the ATACAMA desert.

There is no reason why this mod. can't be used on any Magneto but I think the design where the points themselves rotate and the original earthing wire worked on a carbon brush on an end cap –(a la Lucas) there may not be a sufficiently reliable contact to make a good low tension circuit.

This mod can either be made fairly permanent, or if a condenser, coil and HT cable are slung under the back seat it could be rigged across a battery temporarily at the road side in 10 mins as a get you home measure.

The beauty of this idea is that if you do hear of someone who rebuilds Magnetos properly then the Magneto hasn’t been irrecoverably damaged and can be easily be put back into full original service.

Gary Munn (of Munwellyns fame)

P.S. Honestly, it’s not nearly as complicated as I've managed to make it sound!!!

(For those of you who didn’t understand, I am sure Gary will be happy to do you a sketch or on the other hand MUNWELLYNS, the "2 bearing" people will doubtless be happy to do it for you. ED)

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Q. Where did Hitler keep his Armies? A. On the end of his Handies!

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Seen in the Scottish Newsletter some time ago and used with thanks and acknowledgement to them and the publisher Fougasse McCullough.

DRIVING HINTS

Since the early days of motoring there have been many changes in the apparatus designed to keep drivers posted as to any sensational developments under the bonnet. In the first cars there was little or none of this form of affectation. If you smelt burning you suspected that the engine might be running hot and when your feet burst into flames your impressions were confirmed. Oil pressure if any, was usually taken for granted.

If the engine seized it was fair to assume that the oil pressure had not come up to expectations. If the oil pipes burst, it was equally fair to assume that it had.

The temperature of the water in the radiator was a parallel case. Steam coming from the radiator, as elsewhere, indicated that the water was boiling and a radiator that became slowly incandescent showed that it had finished doing so. That was all there was to go on ……….. just a few fundamentals upon which the motorist had to base all his deductions. In those days motorists were motorists. Nowadays things are made so easy for them that they cavil at having to carry out the simplest roadside repair such as slipping in a new crankshaft - or even removing the body to fit a new dash light.

The history of the dashboard is interesting. From its humble beginnings as the thing that kept the two sides of the car from falling apart, it rapidly became the centre of interest. This encouraged the experts to persevere until they had evolved every instrument that could possibly convey any sort of anxiety to the

mind of the driver. The Art Departments then took a hand and transformed the pleasantly messy looking collection of dials thus produced into a matched set of modern shapes in pastel shades that brought joy to the heart of the prospective lady owner, although it made the real old timer feel terrible. As a result, the lady driver (and very often her car) has of recent years progressed by leaps and bounds.

In view of this, and as a help to her, we now give, in simple language a general guide to the various complications that she may from time to time discover in or near the instrument board.

1. OIL GAUGE

This is a little clock with 'pounds per square inch' on its face. It has only one hand, which moons vaguely about. A sudden return to zero can mean a hundred different things to the expert but never more than one to the beginner, who won’t have noticed any­thing anyway.

2. SPEEDO

This is another and slightly larger clock, also with one hand. It is linked up with the wheels in some way, and the original idea was that when you were doing 40 it pointed to 40. Nowadays speeds have increased so much that when it points to 80 you are doing 60 and when it points to 10 you are probably in reverse.

3. RADIATOR TEMPERATURE GAUGE

A great many cars have got a little device which tells you if the water in the radiator is too hot. If it keeps pointing to boiling, you need a new fan belt, or a new radiator, or a new engine, or a new little device.

4. CLOCK

This is just the same as an ordinary clock except that it always points to ten past seven.

5. LAMP SWITCHES

These are very simple. The first position puts on the side and tail lights and the next position puts them out. The next again turns on the headlights and the one after that produces a smell of burning rubber. The last position dips the headlights and, after a year or two, starts up the horn. The position that fuses the tail lights is not known, as you don’t find it out till later.

6. HANDBRAKE

This is, in theory, a sort of safety device to be grabbed at in an emergency. Actually, it is often found under the, seat or dashboard, and takes anything up to three quarters of an hour to find.

From: 'You have been warned. The complete guide to the road' by Fougasse & McCullough (Methuen 1935)

The Mystery Run

The mystery run started off that way, as described earlier, but in the end, finished up as a rather special visit to Bournemouth Hurn Airport. One of our members is a commercial pilot and when asked if he could arrange a visit to the tower, he had a rather better idea! Why not go up for a trip! Gasps of amazement. What a great idea, so it was set. Many, many thanks to TED COATES for his time, skill, enthusiasm and kind help in arranging a very special day out.

Gary has prepared a very brief report and I sincerely hope that others will/must write shortly with feelings and experiences on the day.

Joy and I chose a route out around the Cranborne Chase which was fun and very pretty. On the Saturday we traversed a Roman road in the CORTINA but that is another story and the route was rather too bad for a Sunday run!

George

A Brief Report by Gary Munn

We all met at Wimborne square at 10.30 a.m. on Sunday 6th March which was more packed than it had been since the Royal Wedding. 12 Vehicles of all ages and sizes were strewn around virtually blocking it off to all the morning motorists. The following vehicles were assembled: Rubies of John Page, Phil Whitter, Glyn Llewellyn, Pete Treliving and organisers George & Joy Mooney; Nippy of Bill Quayle, Tickford of Jim Clenaghan; Box of mine; motorcycle & side car of Gary & Sue

Porter; and modern of Glyn's future son in law Ray, Lawrence, and briefly that of Bernard Cowley.

We had all been told that we may all get a chance to leave "terra firma" but knew very little more. George was keeping plans very close to his chest.

We set off in convoy towards Gaunts Common North of Wimborne, then onto Gussage all Saints and through miles of very pictures­que rural countryside with most of us totally lost but still in suspense. After an enjoyable hour, we drove through Alderholt and I knew once again where we were. From there we motored on down to Hurn Airport and most of us suddenly began to realise what might be about to follow.

Bournemouth Flying Club H.Q. was our destination for lunch, a couple of pints, and a chance to fly around the Bournemouth area in one of their 4-seater Cessna’s. Ted Coates, one of our members is a flying instructor for them and he and George had arranged a flight for any of us who wanted a go!

For a very reasonable sum we each spent about 10 minutes with Ted in the aircraft enjoying a very exciting tour of the Bournemouth area, indeed the front seat passenger of each flight even had a chance to fly him/her self. (with a little guidance from Ted!!)

Most of us were agreed that it was an afternoon we wouldn't have missed for the world, indeed an experience that many of us may never have again, unless .... how about a DA7C CESSNA? NO? Anyway, many thanks to Ted for giving up his afternoon and aircraft for us all and of course to George and Joy for organis­ing it.

Gary

Ed. Comment: I know certain youngsters had a chance to pilot - let them write to me! Oh, by the way, 24 people went up for a flight all enjoyed the event

CARS FOR SALE

1929 (August) FABRIC SALOON restored to ex-factory condition. Black, Red interior. 3000 miles since ground up rebuild completed last year. 12 months M.O.T. Possibly the finest example of this model to be found today £4,000. Chris Garner, Twin Gables, Boyers Orchard, Harby Leics. Tel. Harby, Leics. 60474. No time wasters please.

1934 Ruby deluxe saloon (with sunshine roof.) For restoration very sound, complete and original. Engine has been overhauled and car's indicated mileage of approximately 37,000 is probably genuine. Has been in dry storage for last 15 years. £500.

1931 "RN” (LWB Box) saloon for restoration. Structurally very sound and mainly complete to original specification. £600. Details from Bernard Griffiths, Pennymarsh, Abbotts Ann, Andover, Hants 026471 279

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WHERE DID THEY GO?

AN ODDITY FROM VIC STEEL .

SEEN IN A MOTORCYCLE SHOP WINDOW, A NOTICE WITH AN ARROW DOWNWARD.

STOLEN 1 PAIR OF CONNECTING RODS LIKE THESE.

BUT THERE WAS NOTHING THERE!!

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PLEASE NOTE: - DEREK & GARY MUNN' s- TELEPHONE-NO: IS B’mth. 745951, NOT 74595

EVENTS CALENDAR

THURSDAY 17th MARCH St. Patrick’s Day club meeting. There will be a Quiz.

THURSDAY 24th MARCH Committee Meeting Dormers

THURSDAY-21st APRIL Club Night Dormers. Activity T.B.A.

SUNDAY 24th APRIL Provisional date Daffodil run

THURSDAY 28th APRIL Committee Meeting Dormers.

SUNDAY 1st MAY Club run to Portsmouth. Depart Ringwood Cattle Market 10.00 a.m.

THURSDAY 19th MAY Club Night Dormers.

THURSDAY 26th MAY. Committee meeting Dormers.

FRIDAY 27th MAY Camping for Spring Bank Holiday for 3 days in the Cotswolds. depart Ringwood cattle market 6.30 p.m. Ring J. Page for further details.

SUNDAY 5th JUNE Club run to The Hawk Conservancy at Andover depart Ringwood cattle market 10.00 a.m.

SAT/SUN 11/12th JUNE CALDICOT rally. Contact events committee.

THURSDAY 16th JUNE Club Night Dormers

SAT/SUN 8/19th JUNE BERKLEY CASTLE rally contact events committee.

SATURDAY 25th JUNE Evening run to Sir Walter Tyrell Pub at Cadnam. Depart Ringwood cattle market 7.30 p.m.

SUNDAY 3rd JULY Beaulieu Rally.

SUNDAY 10th JULY Club run to Warbarrow Bay. Picnic. No Pub stop. depart Wimborne Square 10.00 a.m.

THURSDAY 21st JULY Club Night Dormers

SERVICES

MUNWELLY'S - A7 Mechanical Repairs and Restorations. All work undertaken. Ring Glyn on New Milton 613080 or Gary on B’mth 745951

Austin Seven Brake Relining Service

Set of 8 shoes, any year (Exchange Service) £15.25

Clutch Lnings and rivets 1923/36 £ 8.50

Clutch lnings Borg & Beck 1936/9 £ 8.50

Exchange Borg & Beck clutch plate 1936/9 £10.50

All prices include postage & VAT.

Service by return of post from: Bernard Cowley, 232 Rempstone Road, Merley, Wimborne, Dorset. Wimborne 887666

Mig, Spot and Gas Welding by skilled technician done at your home by arrangement or in workshop. Contact Chris Smith at Ringwood 78066

Car trailer for Hire. If you need a car too this can be arranged with or without driver. Competitive rates. Contact Chris Smith on Ringwood 78066

MEMBERSHIP REPORT

One new member this month – a very warm welcome to Mrs F. A. Garrett of Bramlies, South Street, West Camel, Yeovil. who has a 1936 Ruby.

If you know of a member who has not renewed their subscription this year perhaps you would remind them that if they are not a member of a Club affiliated to the A7CA and they are insured with the association scheme through Direct Insurance, their insurance is invalid.

Best wishes to family member Janet Stone who is in the Victoria Cottage Hospital, Wimborne recoverin from an operation. Get well soon Janet. Bernard says he will buy you a pint!

Glyn.

Editor’s Other Bit

More on the Sunday Flying trip next month and much more of the same or similar, see you club night. By the way somebody must have a story about their car worth printing.

Cheerio,

George.

