



Hereford Austin 7 Club Newsletter Club Information

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***Club Meets Last Tuesday of the month (note new venue)
At The Buckingham 141 Whitecross Road Hereford HR4 0LS
7.45pm for 8.00pm Start
Newsletter Issue 6 – January 2011***

Happy New Year to you all, we have a new home so please note the change on the front page, and indeed please remember it will be next Tuesday.

We have had a committee meeting to discuss various dates and venues for 2011 the following attended.

- 1. Stuart Howard*
- 2. Mike Ward*
- 3. Ron Sadler*
- 4. Brian Bedford*
- 5. Eddie Loader*
- 6. Derek Choppen*

The following are some ideas for 2011.

- 1. January 16th A7 Association General meeting at Gaydon, Ron Sadler attended.*
- 2. Tuesday 25th January AGM at the Buckingham with a film of the French trip.*
- 3. Friday 25th February (2010) Christmas meal venue still to be agreed.*
- 4. Tuesday 22nd February meeting at the Buckingham.*
- 5. Tuesday 29th March meeting at the Buckingham.*
- 6. April A7 Association meeting Gaydon*
- 7. Sunday 17th April Drivers day meet at Brecon 11.00AM packed lunch?*
- 8. Tuesday 26th April Shed night at Stuart and Lynn Howards home.*
- 9. Tuesday 31st May meeting at the Buckingham with a talk by Eddie Loader.*
- 10. Thursday 2nd June Irish trip*
- 11. Tuesday 28th June Evening run with perhaps a meal, starting at the Buckingham.*
- 12. July A7 Club General meeting at Gaydon Derek Choppen and Eddie Loader attending.*
- 13. Tuesday 12th July Committee meeting at the Buckingham.*
- 14. Sunday 17th July Barbecue at Stuart and Lynn Howards home*
- 15. Tuesday 26th July Evening run with perhaps a meal, starting at the Buckingham.*
- 16. Tuesday 30th August Shed night at Stuart and Lynn Howards home.*
- 17. Friday 2nd September Meet Dorset Club in Hereford*
- 18. Tuesday 27th September Evening run with perhaps a meal, starting at the Buckingham.*
- 19. October A7 Club General meeting at Gaydon, Brian Sue Bedford and one other couple to attend.*
- 20. Tuesday 25th October meeting at the Buckingham.*
- 21. Tuesday 29th November Shed night at Stuart and Lynn Howards home, with a prize draw.*
- 22. December No meeting*

The following from Ron Sadler

Notes on the Restoration an 1930 Austin Seven Mulliner Sports

Progress on the restoration of the Mulliner has been steady rather than dramatic. I have concentrated on the chassis and that is nearing completion. The chassis, front and rear axles and the radius arms have been powder coated, the remaining bits have just been carefully painted. I have replaced and reamed out all the bushes in the front suspension and the braking system. In addition I have renewed the brake cams and replaced the steel end caps to the aluminium brake shoes. I have read that you should drill the centre of the cap and the end of the brake shoe and fix the end cap to the shoe with a countersunk screw. I don't think that this is necessary as the cap should be a tight fit onto the end of the shoe and it is retained in position laterally by the flanges each side of the brake cam. Time will tell if I am right or wrong. The front linings are not too badly worn and I decided not to replace them, it was however necessary to take up the wear. There is no provision for adjustment in early Sevens so I adjusted the brakes by wrapping small pieces of curved shim around the brake shoe pivot until the shoes were just touching the drums. It was very time consuming but worked out all right in the end. I used new linings on the rear brakes and did not find it was necessary to use any shims.

I have also tackled the steering. I renewed the kingpins and bushes, all the other bushes and connections in the steering set up and finally repaired the steering box. When everything was assembled the result was very tight steering; the biggest single contributors to the tightness were the kingpins. The problem was that in order to eliminate vertical play it is necessary to insert shim washers on the kingpin above the axle eye and it is difficult to get the correct thickness washers. In the end I compromised by accepting more play than I originally wanted in exchange for getting an acceptable degree of stiffness at the steering wheel.

In the rear axle I replaced all the felt seals with modern lip seals, which was quite easy to do except for the inner halfshaft seals. The original felt halfshaft seal sits in a metal cup that is held in the housing by a wire clip and a retaining plate. The lip seals that were supplied to me were a good fit into the cup but the cup itself was a very loose fit in its housing. In the case of a thick felt seal this did not matter as the cup and seal would have been held in place by the wire clip and the plate. With a modern lip seal (being thinner than the felt seal) the clip and plate would not have trapped the cup and seal, the lip of the seal would have gripped onto the halfshaft and the seal and the cup would have rotated with the halfshaft. Luckily David Cochrane was able to supply me with lip seals to fit direct into the housings. The diameters of the housings are not machined to fine tolerances and David supplied seals of different outer diameter for each side.

I have dismantled the engine and in March I discovered a crack in the crankshaft and decided to order a Phoenix crank. To cut a long story short it has not yet arrived. After much

deliberation I also decided to order Phoenix conrods on the grounds that it would be devastating if, after splashing out on the new crank, one of the old rods failed shortly afterwards. Following that line of thinking I further decided that after spending all that money it would be false economy if I did not have the block rebored and buy new pistons. At the moment I am leaning towards buying an exchange block and pistons from Quarry Engineering. I will report in the future on progress on that front.

I have already restored the dynamo and the starter. They were in amazingly good condition for 80 years old. Incidentally The Austin Seven Workshop Manual (by Doug Woodrow) state that the gap between the commutator segments should be cut back in the case of the dynamo but should not be touched in the case of the starter motor. Can anyone explain why the treatment should be different?

I have done no work on the body yet but it does appear that the metalwork is in reasonable condition and the ash frame will not require many repairs. The majority of the original fabric body has been covered with aluminium (in some cases over the fabric covering). I am going to remove the aluminium and replace the fabric, I understand that this sort of work can be done to a reasonable standard if enough care is taken. The doors, which on the original car had a horizontal top edge, have been butchered in the past to feature an "elbow cut out" similar to an MG TA or a TR2. I intend to restore the doors to their original shape





Tips

I don't claim that any of the following tips have been invented by me, they are ideas that I have I come across or have been passed on by other A7 enthusiasts.

Rear hubs

Most have you will know that it essential to lap the rear hubs onto the taper half shafts. When fitting the hubs it is also essential that the woodruff key does not prevent a tight fit of the hubs onto the half shaft. To ensure that the fit is correct adopt the following procedure:

1. After completing the lapping thoroughly clean the hub and the half shaft.
2. With a marker pen put a thin line on the face of the outer end of the outer hub from the key groove to the circumference of the face.
3. Fit the outer hub onto the half shaft without the key, taking care to ensure that the key recess in the shaft lines up with the key groove in the hub.

4. Fit a half shaft nut and tighten the hub onto the shaft to 125 lbs/feet torque setting. The nut should not have grounded onto the step between the thread and the taper.
5. Mark the flat of the half shaft nut in line with the mark previously made on outer face of the hub.
6. Undo the half shaft nut and remove the outer hub.
7. Reassemble with the woodruff key in place, fit a half shaft nut and tighten the hub onto the shaft to 125 lbs/feet torque setting.
8. If the marks on the nut and the outer hub line up then the woodruff key does not interfere with the fit of the taper.
9. If the marks do not line up remove the outer hub and the woodruff key.
10. Remove a small amount from the straight outer face of the woodruff key taking care to ensure that the amount removed is equal along the length of the face.
11. Reassemble the outer hub onto the shaft with the key and check the marks again.
12. It may take a few attempts to achieve success.

Brake linings

When relining brakes it is sometimes difficult to ensure that the new brake linings stay clean until you finally replace the brake drums. The following procedure may assist:

1. To keep oil, grease and general dirt away from the surface of the linings during relining cover the new linings with masking tape as soon as you unwrap them from their original packing.
2. To fix the rivets just make a small X cut in the tape above each rivet hole.
3. Remove the tape as your last task before replacing the brake drums.

Reducing washer thickness

You may from time to time be faced with the task of reducing the thickness of a washer to produce a thicker shim than is normally available. Filing is difficult with something as thin as a washer and reducing on a stone or emery cloth will produce skinless finger ends. Try this method:

1. Take a piece of brass round rod.
2. Turn the end of the rod at a right angle to the length in a lathe.
3. Solder the washer to the end of the rod.
4. Carefully and with very small cuts turn the face of the washer down to the required thickness.
5. If the washer to be reduced is thick or the cuts required are large then it might be necessary to turn a rebate on the end to rod to fit into the hole in the washer before it is soldered on.

Ron Sadler

Episode Six from Glenn Sanger



A Swallow Saga

Hi everyone

Well, while Jon carries on with the body the chassis is brought home in an 8x4 trailer, handy eh!

Now we can start to get the basics sorted out by firstly having it sand blasted. After blasting and stripping it down we discovered, much to our delight, that it was in amazing condition and required no welding at all. The only thing we could see, was the front axle had been bent and would need replacing together with the worn king pins, bushes, and mountings as you would expect from something of this age. The rear axle appears to be sound but we will check in more detail in due course.

We sourced a new front axle that was straight and have sent it away to be reconditioned and have new king pins fitted,. While we wait, we will order the new bushes, spring shackles etc, and give the chassis a good coat of paint.

Regards

Glenn

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Any parts for a 1931 Austin Seven Swallow

Contact Glenn Sanger Email: sanger@tiscali.co.uk

We need your thoughts and memories help keep this newsletter fresh, send them in today please.

Please Remember

*Next meeting Tuesday 25th January 2011 at our new venue
The Buckingham address on the first page*