

Hello Austineers RB reporting

My intentions were to get Annie M.O.T'd during the later part of 2010, everything was checked for the M.O.T, all we had to do for peace of mind was give Annie a test drive – on private ground of course. The test went well, brakes ok, steering ok. The only thing was the clutch juddered really bad especially in reverse and the clutch bearing was really noisy!

Well I thought I would have enough time to sort this as my intention was to take the car to the Royal Oak on New Year's Day 2011, this was not to be the bad weather hit and visits to the work shop were few and far between. However we did have a few breaks here's how we got on with the gear box and clutch removal

With seats and inspection covers removed junior and myself started undoing propshaft and bellhousing bolts etc, well I'll be honest easy enough, the gearbox came off the engine no problem, we just couldn't get enough clearance between the chassis and box to enable it to clear for removal.

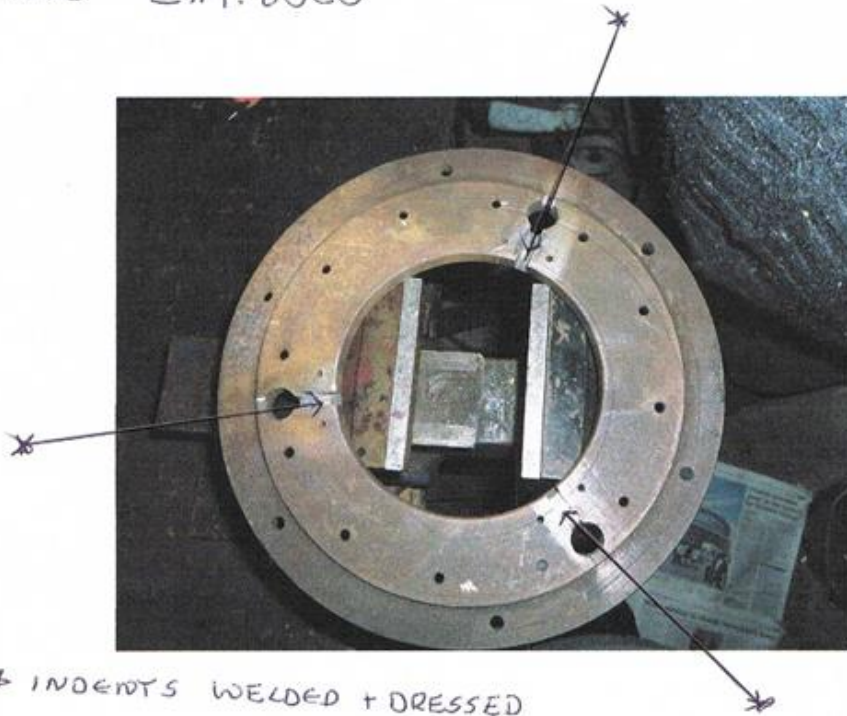
Neighbour Paul ambled over to see what was going on, he had ago at trying to lift the box clear – with no luck. A suggestion was made to lift the engine forward to enable more clearance – had i turned what I thought was a relatively simple job into a major one. As we were stood by the car scratching heads I noticed a core plug had popped out of the head, I knew I should have drained down for winter. I decided a cup of tea was in order and whilst indoors I decided to phone our technical man Eddie Loader, if the engine had to be moved forward Eddie would confirm this and the way to go .

I explained to Eddie the problem, immediately he said "Have you taken the nearside bracket off the chassis that bolts through the body." Obviously I haven't done this. Eddie assured me that once removed the box would come out. Here we go three small bolts through the chassis and one large one through the floor were removed – yes that's right the gear box fell out – I hate that Eddie Loader, I'm only joking Eddie.

With the gearbox on the bench the release bearing was changed with a good second hand one I had in stock, this was easy enough, just remove circlip slide bearing off, a bit of copper grease for lubrication to the shaft, slide new bearing on refit circlip, Bob's your uncle. Now to sort out why the clutch was juddering, I was hoping it was just the clutch lining change, how wrong I was. On inspection the clutch plate, a Newton Bennet looked new, as did the leavers and pins on the clutch cover. Maybe was sticking I didn't know so I stripped the pressure plate down, there were springs, leavers and pins everywhere. I cleaned the parts down and examined them, they all looked new, and then why is the clutch juddering so badly? On inspection of the clutch cover there were indents where the declutching leavers touched it when in operation. I had read something about this and how it affected the clutch operation.

Ok I gave up and decided to phone Eddie "I know everything about Austin 7s "Loader. Again I explained the situation to Ed, yes he came straight back at me of how to sort the problem. Firstly the indents shouldn't be there, weld them up file/grind the surface flat. Once this has been done the clutch plate and cover can be refitted to the flywheel, once this is done it is important that all three leavers have the same distance on them. This is done by putting a steel rule across the engine

K. Bird E.A. 8060



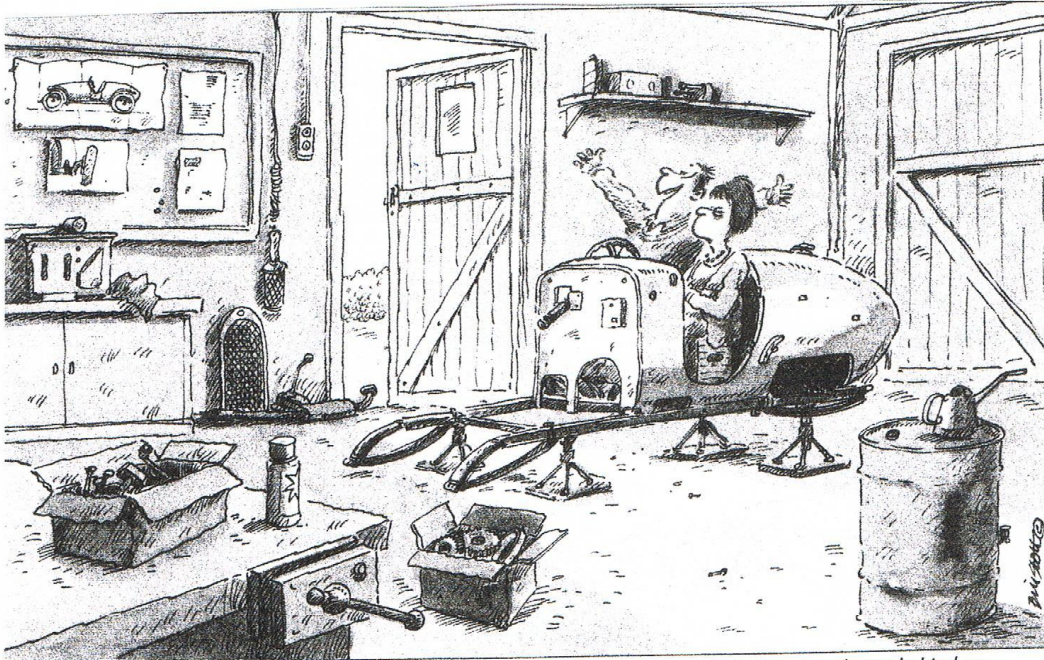
GEARBOX REFITTED

bellhousing and measuring the gap between the rule and leavers, they should all measure the same, about $\frac{1}{4}$ inch if they are not heat up and adjust. The clutch should feel like a modern day car.

Ok then, back to the work shop. The cover was taken to a mate of mine to have the indents welded and dressed. On return the cover was reassembled using copper grease where necessary and refitted with clutch plate to the engine. Relevant measurements were taken, all was good, the gearbox went back in like a glove and everything bolted up nice. Oil level checked and topped up it was time for a test before putting the floor plan back. Well I've got to hand it to him Eddie Loader knows his stuff the clutch is now judder free like a modern car.

Thanks Ed your advice and knowledge was invaluable.

Heres another cartoon i saw in one of the mags, its funny how you can relate to them.



Oh, use your imagination! We're bowling across the Downs, the wind in our hair, throaty exhaust behind us...