

Welcome to edition 2 of our weekly edition of the Friday Round up

Thanks to all those members that have contributed it will help to make the day go faster.

Andrew Dawes who we will now refer to as Andrew Tripod Dawes has supplied part one of his sticking clutch saga.

Scott Appleyard after my remark that the current traffic is like driving in 1956 has supplied a photo of Emerson Crossing corner of South Rd and Cross Rd in 1956. The Bridge was constructed in 1981.

The following u tube clip has also been supplied by Scott it talks about how the Jeep could have been made by the Bantam company in America.

<https://www.youtube.com/watch?>

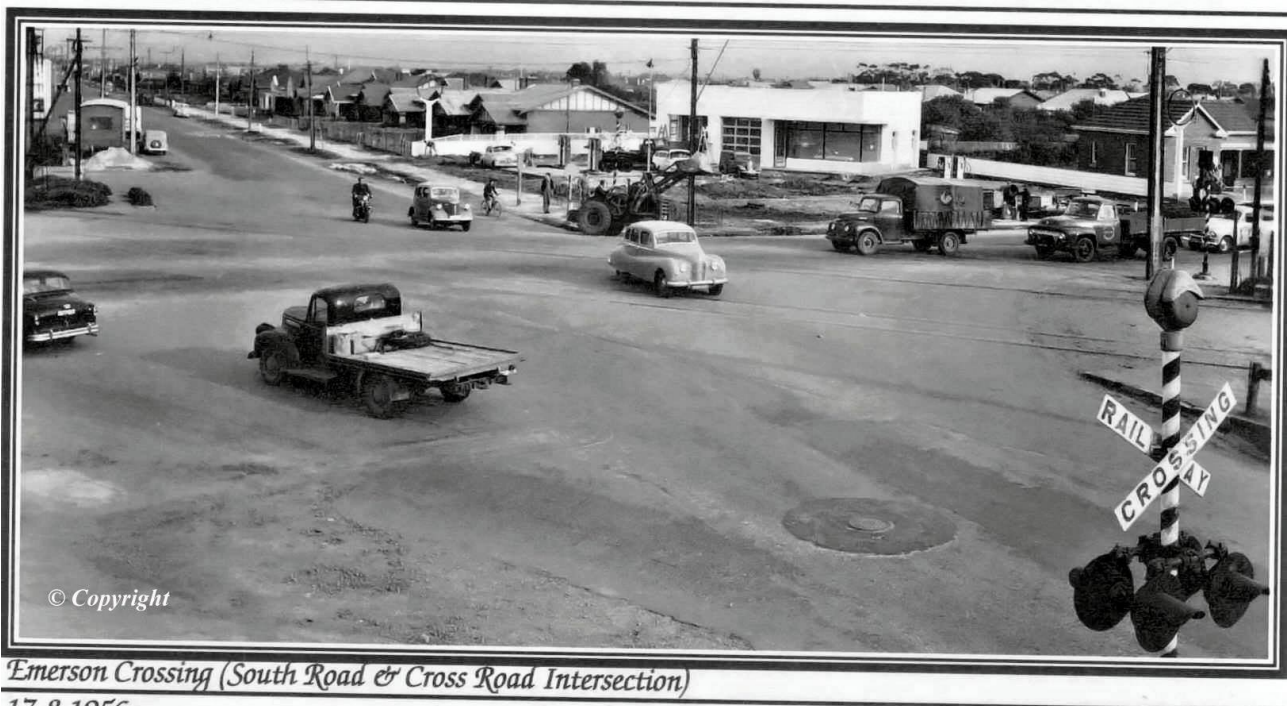
Len Ward has been researching what is missing from his clutch and found the following article most useful. IMG 5213

For those who are looking for Penrite Shelsey Medium it is available from Car Parts Plus at 48 O'Sullivan's Bch Rd Lonsdale at \$45.00 for 5 litres.

I already have a couple of articles for next week but keep them coming

Stay Safe

David Gear



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a selection of our active "Sevens"

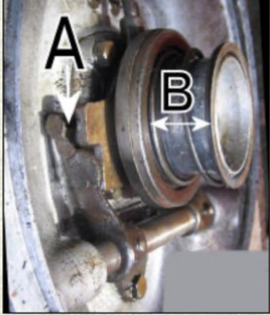
Joys of being a 7'er
and a few stories

Do you fancy an Austin Seven?
advice on buying a "Seven"

Clutch Pedal Adjustment


During a recent engine change over, the I had the problem of fixing the clutch pedal in place and getting rid of any free play.

I am using the following terminology :-
The two levers on the Clutch Lever Spindle I am calling 'Clutch Fingers',
The three levers on the Clutch itself I am calling the 'Clutch Levers'
I am also using terminology from the Austin 7 Spares list 1029A, 1933, pages 33 – 34. A copy can be viewed on the A7CA's web site.



What exactly are we trying to do? *Photo. left* - Play shows the two spindle mounted Clutch Fingers in free space between the back of the housing and the Clutch Withdrawal Collar at ('A'), we want to eliminate that – stop any rattling - we are also attempting to compress the Clutch Thrust Bearing Spring and bring the Clutch Thrust Bearing ('B') closer to the Clutch (Withdrawal Plate) Levers, without actually touching them.

Austin's put a slot in the end of the spindle (*Photo right*) to enable a very short, but broad bladed screwdriver or similar to go in there to help twist the Spindle whilst tightening up the clutch pedal clamp bolt from under the car. I wonder who's bright idea that was, it certainly did not work for me, there was no room, let alone seeing what I was doing under there (plus bifocal's focusing in the wrong place).





Covid 19 Clutch Service

I currently find that I have some spare time in my shed this week and have decided to have a go at improving my A7 Clutch that has been playing up for about 10-12 years.

The problem has been that once the car gets to warm operating temperature if you put the car in neutral you then can't get to back into gear without serious grinding noises.

I have had to select first gear prior to coming to a stop or stopping the engine and then starting the car in gear with my foot on the clutch.

When doing this you normally need your other foot on the accelerator as well.

This in turn makes it near impossible to engage the bacon slicer.

I need a third Leg???

Austin

SEVEN



Clutch/Knob Disaster

This is my 1927 Austin 7 which was returned to the road in 1990 after a restoration. For approximately the last 12 years or so I have had trouble with the clutch failing to disengage properly once the car is warm which makes it hard to get into gear without grinding the gears. This has led to a couple of new driving styles being adopted including making sure you engage first gear just prior to stopping and starting the engine in gear. When starting the engine in gear you almost need a third leg because you have one on the clutch, one on the accelerator and one for the starter.

I must confess that my clutch has had to put up with a bit of abuse over the years like in 2010 while touring around Tasmania with the Victorian Austin 7 Club. I had recently found a very ornate cast iron starter knob and placed it onto my bacon slicer starter motor. Motoring around Tassie we were traveling along nicely enjoying the scenery when out the corner of my eye I saw this massive amount of sparks coming from my clutch inspection hole in the gearbox and then (light travels faster than the sound) there was this horrible bang at which point both my wife and I immediately lifted our feet up until our knees hit our bellies (OK I know that meant I didn't lift mine up very high but I sure tried). We stopped the car as the noises continued and collected our thoughts. After a bit of a look around I noticed that the lovely ornate starter knob was no longer located on the starter switch. It was then that I noticed the starter switch was located just above the clutch inspection hole which was minus its cover. Now I'm not too smart but I thought to myself that I reckon the beautiful cast iron knob may have fallen into the clutch. Well WTF am I going to do now??

Michael Shegog was traveling behind me and pulled over and asked if he could help. We decided to push the car while looking in the clutch inspection hole (no still going to fit that crank handle one day). Michael pushed while I looked, then suddenly, I saw it!! My lovely ornate cast iron knob had been picked up as Michael pushed and landed precariously on top of the thrust bearing. I shouted to

Michael not to move, now all I had to do was retrieve the remains of the knob. Very carefully I removed the knob from the top of the thrust bearing (luck was on my side this day as the knob just stayed there, “unbelievable”). We then started the car and a few strange noises appeared, but we decided to proceed.

Now Michael and Helen were in the lead, Debbie and I followed. Michael as one of the organisers of the Tassie Tour had identified a short cut to our day’s destination. The short cut ended up taking us along a forestry track which was challenging shall we say. It was during this section that many strange noises were coming out of our 7’s clutch and the occasional smell of slipping clutch etc. (clutch not happy Jan). Michael, I and the girls were all happy to arrive and Michael apparently reported to the rest of the group (all Victorians) that the South Australian’s Debbie and I had mechanical problems and it was doubtful if they could proceed.

I decided to forgo the evening drinks and nibbles and decided to remove the bacon slicer and look inside the clutch housing and try and locate the clutch problem. It wasn’t long and I found that of the 6 one quarter inch bolts holding the pressure plate onto the flywheel 5 had their heads sheared off. No wonder there was noise, slippage etc. I asked around and located a battery drill and small drill bit and proceeded to drill the centre out of each sheared bolt just leaving enough of the sides of the bolt so I could knock a screwdriver in the end of the sheared bolt and unscrew the remains of the bolt. This worked for 4 of the sheared bolts and luckily, I had some more bolts in my tobacco tin under my seat. Now having 5 bolts holding out of 6 the clutch was working as it should and we were ready for the next day.

The clutch worked well for the next few years other than the disengaging problem once warm. I’ll end this story here although I have a confession to make; this is not the first time I have had a starter button drop into the clutch although the first time was only a bakerlite knob which was consumed with only the smell of bakerlite.

Moral of the story; Always refit your clutch oiler inspection plate.