

Austin 7 Club of S.A. Inc.

CLUBROOMS:
262 Tapleys Hill Road, SEATON S.A. 5023

Bulletin Number 8

15.5.2020

What has been happening over the past years?

Stan's 1926 Sports.



This has not happened in the last week. The car is a “build from scratch” project, starting with a bare chassis frame purchased from Club Spares in 1991. No point in rushing things. It has been fitted with the desirable 1926 magneto engine with a crack tested and reground 1-5/16” crank, new mains and big ends, uprated oil pump, alloy sump, Repco-modified camshaft and an Ulster cylinder head. The gearbox features close ratio 3-speed gears from Club Spares, new bearings and seals.

Besides the acclaimed belt driven speedo drive, the chassis features the coveted 6” brakes, relined, new cams and bushes, and sporting new cast iron brake drums. Wheels have been re-spoked where necessary, sand blasted and enamelled.

Rather than use the proprietary steering box wedge, which would necessitate me wearing a size 13 shoe on my right foot, I made a raked steering box by cutting and welding two boxes which had passed their "use-by" date. This achieved an angle of 34° between the column and the chassis rail. (2 standard Chummy boxes that I measured were about 46°)

Recent work, thanks to social isolation, included flattening the rear springs by 1-1/2". This was achieved by separating the leaves and pinching them individually between three blocks of steel fitted to my vintage 4-1/2" steel Record bench vice. No hydraulic press luxuries here.

The picture shows the current state. 2mm vinyl strips have been fitted to the chassis rails in readiness for the floor pan, made by Kevin Haley. An aluminium scuttle made by Victorian Club member Neville Smith of Warrnambool during the last century is quietly waiting in the wings. Also waiting in the wings are guards, raked windscreen, honeycomb radiator, cowl, bonnet sections, fuel tank, dash, instruments and lamps. Still a lot of social isolation needed!

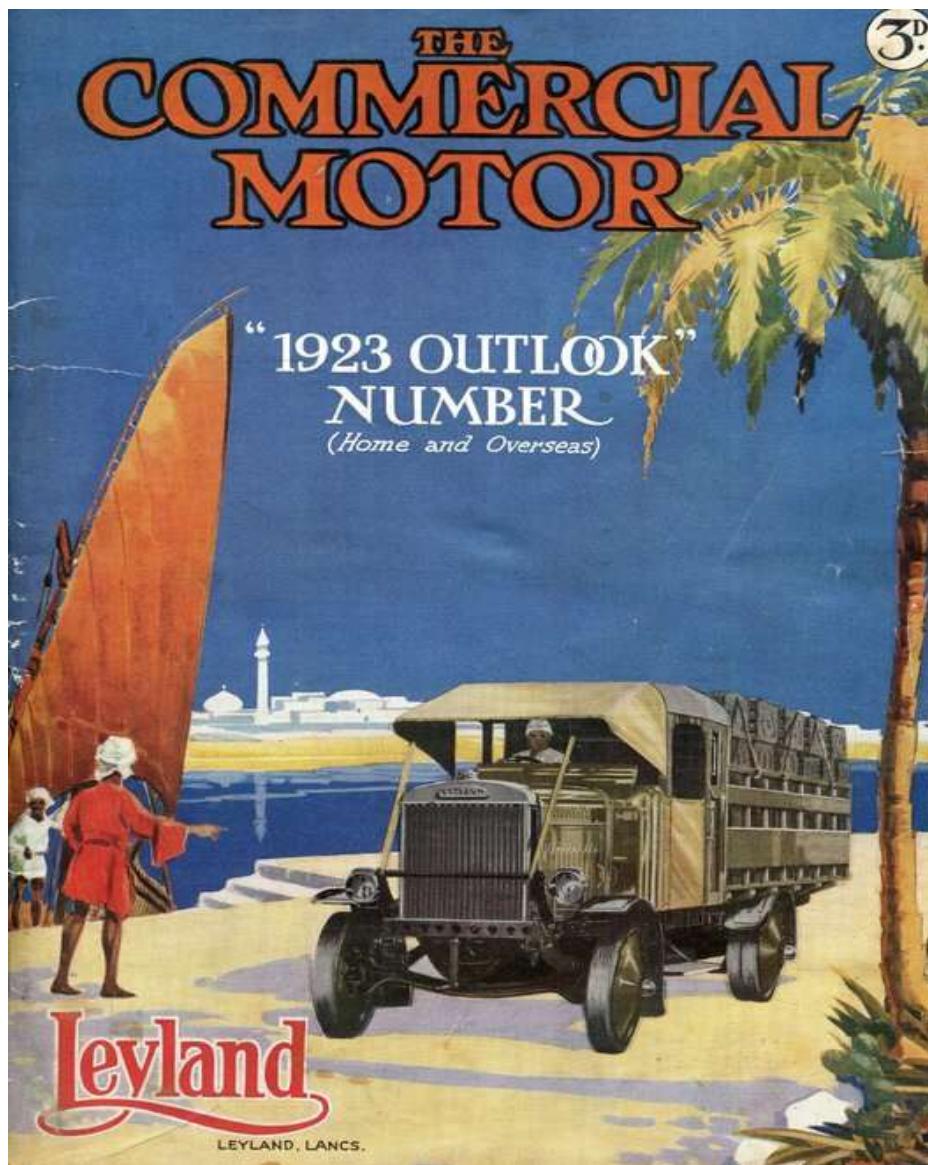
Stan Gafney



For those of you who are having problems with their restorations, have a read of the restoration of this World War one Dennis Truck the Gosling family are restoring in England.

They dig them out of the sand where they have had beach huts built on top of them.

<http://hmvf.co.uk/topic/314-ww1-dennis-truck-find/?tab=comments#comment-4422>



Past Events



Meningie Pre –War Run 2012

Will we see Andrew's Chummy out again?

Will we see the Crows play again?

Only Debbie can answer these questions.



Coming Events



All British Day February 2021

The ABD annual general meeting has been postponed.

The Austin 7 is 100 years old in 2022 and we need to be the featured Marque at the ABD in 2022.

To be the featured marque we need members to stand on the committee of the ABD to claim the date for us.



Austins Over Australia August 2021

Is being held at Port Stephens in N.S.W.

We also need to be thinking about what else we are going to be doing in 2022 to celebrate the 100th Anniversary of the Austin 7.



National rally at Warrnambool in Victoria. April 2022. I have booked 20 rooms in a suitable Motel in Warrnambool for us to stay in.

Centenary Celebrations of the Austin 7 in England. July 2022

AUSTIN 7 CENTENARY 2022

Fire Service College, Moreton-in-Marsh, GL56 0RH
www.fireservicecollege.ac.uk

The site was originally the home station of 21 Operational Training Unit, Bomber Command, responsible for training aircrew to fly Wellington bombers. The airbase remained operational until the late 1950s when it became a fire training centre. Formerly run by the

Home Office, it is now part of the Capita Group. **phoenixetc** run the events.

It is located in the Cotswolds AONB, 1½ miles from the centre of Moreton-in-Marsh and a c.25 minute walk to the station for trains to London, Oxford (e.g. for a day trip). The entrance is clearly sign-posted and has good sight-lines when exiting.

The Conference & Events Manager (Nick Akerman) is friendly & helpful and is keen to have our event there. He seems to be very willing to make arrangements that will suit our requirements.

Dates:

School holidays tend to start from around 15th July, so our initial idea of 11th - 17th July will just miss these. To encourage families to attend, we could slip this by a week to 18th - 24th July. (The FSC is being asked to provide accommodation for the Commonwealth Games in Birmingham, 27th July - 7th August 2022 so we won't clash; they would also prefer our later dates.)

Accommodation & Camping:

- 300 doubles (30 of which can be twins), £50+VAT / room in three blocks. One of these (Braidwood) has 100 slightly superior rooms (at a slightly higher cost).
- 100 singles, £47+VAT in a fourth block.

All rooms are en-suite with towels, TV, free wi-fi, tea & coffee facilities, Gideon bible, etc. The rooms are of Premier Inn standard. There are laundry facilities in all the blocks and a meeting room in Braidwood.

There is a shop in the foyer of Four Shires which sells a selection of convenience items including toiletries, basic non-prescription medication, newspapers, magazines, stamps, telephone top-ups, drinks and snacks. A 24-hour vending machine for snacks and hot & cold drinks and a cash machine is also available there.

Austin 7 by another name Rosengart

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REARVIEW MIRROR

AUTOMOBILES L. ROSENGART



Lucien Rosengart was a highly respected French entrepreneur, engineer, and inventor. He was born in Paris in 1881 and died in Nice in 1976. His career began when he started work as a mechanic in his father's business.

By 1903, he had his own company making fastenings and parts for the fledgling motor car industry. He developed a dynamo for bicycles, an electric drive for gramophones, and an auxiliary engine for cycles. By 1914 further products included railway and bicycle parts and a rocket that allowed artillery shells

to be exploded while still airborne. The latter product was sufficient reason for the French government to set up two factories for him to enable war time mass production. It was at that time, he came into contact with André Citroën, whose Paris factory was providing the shells.

In 1919, in addition to running his own company, he became a director of Citroën and in 1923 he switched to Peugeot as a deputy-director in charge of production.



Through this experience in the motor industry, he saw an opportunity for making small cars as this market segment was not covered by the main French manufacturers at the time.

Consequently, he took out a license for making the Austin Seven in 1928 which he then started to produce with some modifications to suit French tastes in a factory he bought from Beillanger in Neuilly.

This model (shown above as a 'fourgon' or small van), was designated 'LR2' and survived in production, later re-bodied as the LR4 (top, right), long after its British counterpart had been consigned to history. The engine, based on that of the A7, a side valve 747cc 4cylinder, survived in one way or another until 1955.

Meanwhile in 1932, Rosengart took out a license from Adler in Frankfurt/Germany for the production in France of a car based on the fwd Adler Trumpf, a car much more advanced than Rosengart's 'Sevens'.

Interestingly with the Adler technology, a French development came back to France in the shape of the J.P. Grégoire-designed Tracta front wheel drive of the mid-1920s when it had been used in a short series of a sports car. By early 1931 this system had been used by DKW in its F1 (refer page 22), a year later by Adler



and Röhrl. With this launch, Rosengart became the first French fwd car manufacturer, some two years before Citroën.

The Supertraction, as it was called, had a column shift and independent front suspension by way of two transverse leaf springs.

The car was not a commercial success and more conventional cars still based on the Austin Seven were made alongside it. However when the car was re-styled in 1938 and fitted with the 1.9 litre Citroën 'Light Fifteen' engine (below) its fortunes changed.

The Jacob-designed Supertraction was a stylish car, low slung with a platform chassis, and with then popular 'American' looks, similar to a Lincoln Zephyr.

The asking price was more than the



cost of a 6cyl. Citroën but with a three speed synchromesh gearbox, hydraulic brakes and all independent suspension, the car found its market. It was a fast car for its time, holding 130 km/h on a long and straight French 'chaussée'.

At this point, politics interfered once more. After the invasion of France at the beginning of WWII, Lucien Rosengart went into exile to the US to escape Nazi persecution and when he returned in 1945, he found his factory had been destroyed. Rosengart then sold his trade mark and the business to a new company but remained active in the production process.

Amazingly enough, production of the 'Sevens' was continued on the same old (1928) chassis, at first as delivery van variations but in 1951 a new car was launched, styled by Charbonneaux as a two door saloon and a drophead coupé. It had by now acquired hydraulic brakes and a four speed box together with independent front wheel suspension. Yet it was still powered by the old and tired 750cc side valve engine of the Austin 'Seven'.

The Ariette (page 29, top left), as the car was called, did not sell well against the much more advanced cars offered by Renault or Panhard - the Quatre and the Dyna -



Buy, Sell or Exchange

Austin 7 Spares

Melbourne has cast new Cylinder Blocks and heads and they are with the machinist.

They are also in the process of making more 4 bolt side water manifolds.

Stop Press

A little TV relaxation from the BBC.

Nice to watch someone else working for a change on an Austin 7 43 minutes movie time

<https://dai.ly/x7tmr78>

Apologies from last weeks Bulletin.

I forgot REstored, moved from one shed to another.