

AUSTIN 7 JOURNALS

THE MAGAZINE OF THE AUSTIN 7 CLUB OF SA INC

APRIL 2016 VOLUME 216



Matthew Grear at the All British Day on 14 February 2016 and his specially commissioned painting of the Austin 7 'feral'.

AUSTIN 7 CLUB OF S.A. INC

Club Patron: Hon Stephen Mullighan MP State Member for Lee.

2016 COMMITTEE

PRESIDENT: RALPH DRAGE,
Ph: 8251 2637 or 0418 846 082
email: rdrage@bigpond.net.au

SECRETARY: MARTIN LEWIS,
Ph: 8377 0893 or 0414 727 893
email: lewistraining@ozemail.com.au

TREASURER: LAURIE SUTTON,
Ph: 8358 3421 or: 0418 831 974
email: webbson@chariot.net.au

MEMBERSHIP SECRETARY: GRAHAM BUESNEL,
Ph: 8449 4764 or 0438 794 979
email: buesnelgc@hotmail.com

ASST TREASURER RON SCHACHE,
Ph: 8264 6317 email: grace.schache@bigpond.com

COMPETITION SECRETARY: TONY MORGAN,
Ph: 8264 7179 email: tony@amcommtech.com.au

REGISTRAR & LOG BOOKS GEOFF STEPHENS,
Ph: 8365 1343 or 0437 061 569
email: enquiries@carringtonweddingcars.com.au

SPARES MANAGER & Vice President: DAVID GREAR,
Ph: 8296 1689 email: dgrear@optusnet.com.au
The Austin 7 Spares Shed is open prior to Monthly Club Meetings, Austin 7 Technical Nights and other times as notified by the Manager.

TOURING: VACANT,
A comprehensive touring programme is conducted annually, any suggestions of events or places to visit are welcomed.

PROPERTY ALAN BAKER,
Ph: 8261 1175 or 0437 428 543
email: rodneybaker11@dodo.com.au
Working Bees to maintain the property are held on an "as required basis". Members will be advised of any working bee planned at a meeting prior or by email.

EDITOR, A7 Journals: DAVID SEARLES,
Ph: 8445 1444 or 0408 700 047
email: dsearles10@bigpond.com

The Austin 7 Journals is published quarterly by the club and is available on the club web site and at meetings in January, April, July and October. Items for inclusion of each issue close at the end of the previous month.

CAMS Delegate: TONY MORGAN,
Ph: 8264 7179 email: tony@amcommtech.com.au
FEDERATION Delegate DARRYL BYFIELD
Ph: 8266 1762 email: sanitrocmk1@yahoo.com.au
LIBRARIAN: BARRY PANNELL,
Ph: 8255 1371 email: barrypannell@yahoo.com.au

Conditional Registration Inspectors & Authorised Officers

Scott Appleyard: Southern Suburbs
Ph: 0427 243 879
Wolf Semler: Southern Vales.
Ph: 8556 6405
Trevor Clerke: Yorke Peninsula.
Ph: 0428 851 139
Geoff Stephens; All areas.
Ph: 0437 061 569
Ralph Drage: All areas.
Ph: 8251 2637 or 0418 846 082
David Garnett All areas
Ph: 0457 434 718
Graham Buesnel North Western Suburbs.
Ph: 0438 794 979

THE AUSTIN 7 CLUB OF S.A. INC IS AFFILIATED WITH:

CONFEDERATION OF AUSTRALIAN MOTOR SPORT, and
FEDERATION OF HISTORIC MOTORING CLUBS SOUTH AUSTRALIA INC.

FINANCIAL: The Club is able to accept payment of subscriptions, for events or fees by Internet Banking.
Banking details are: BSB 085-333 A/c 838545354.
When transferring funds to the Club please quote your name or a reference so that the Treasurer is able to identify your payment.

All correspondence to:
The Secretary

AUSTIN 7 CLUBROOMS: 262 TAPLEYS HILL ROAD, SEATON 5023

Annual subscriptions Full: \$70.00: Associate/Remote: \$40.00

The Austin 7 Club SA Internet address is: www.austin7clubsa.com.au

Monthly Club Meetings (second Monday* of each month) commence at 7.30pm, please bring plate of supper to share. *Check club calendar for correct date.

Austin 7 Journals

Volume 216 - April 2016

PRESIDENT'S PREAMBLE

On Australia Day, Life member, Barry Frost, was awarded a Member of the Order of Australia (AM) for his contribution to motorsport over many years. See the article further on in this Journals. At the CAMS presentation night, the Austin 7 Club of SA Timing Team was presented with a Certificate of Recognition for Outstanding Service as CAMS Volunteer Officials.

On February 28 there was another first for the club with the introduction of a Rookies group at our Modern Regularity Event. This is on the heels of 2 other firsts in recent times,

- the introduction of a Familiarisation session for first timers at the beginning of each Modern Regularity event and
- the participation of the Junior Development Group (JDP) at one of our events late last year.

The 1st Rookies Group comprised of 11 entrants which was really encouraging and the way they participated and the encouragement they received from seasoned participants was great to see.

Congratulations to Tony Morgan and the TTM Marketing Team for their inputs and innovations for introducing these great initiatives which are aimed at ensuring the events remain cost effective and grow the sport by encouraging new participants. Tony hosted the End of Season Presentation Dinner at the Royal Hotel in February. It was well attended and the attendees had a great night socialising and watching the great videos Tony had put together showing some of the happenings throughout the year.

Also on display was a collage of photos of some cars and people at a Modern Regularity event that Andrew Baohm had printed on a large canvas background (1 of 3 curtains he had made up to suit a marquee). The canvas was supported by a steel frame Steve Conroy had put together just for the night. Thank you to Andrew & Steve for their continued support & to Tony for running well organised events and putting together a great end of year function. Also thanks to all of those who attended & made the evening the success that it was.

There is still time to join other club members on a 10 day trip in November, flying to Brisbane, having 3 nights in Brisbane before boarding a ship for a 7 day cruise before flying back home. If you would like more information, please ring me on 8251 2637.

There is still a vacancy on the committee for either a Minute secretary or an Assistant Touring Coordinator. If you are interested in becoming a committee member please let me or one of the other committee know.

I would like you to join me in welcoming the following new members & wish them a long & enjoyable time within the club.

Jason ARMSTRONG	Matt BOTTRILL	Daniel BURT	Paul DANIELS
Colin GENDERS	Michael HUSCROFT	Chloe MARTIN	Tim MCNAMARA
Denis PANAZZOLO	Giuliano PLUTTI	Michael POOLE	Peter REIMANN
Timothy SCIBERASS	Gerald STURDY	Peter TRUDGEN	Rob WHEELWRIGHT

To any member who is currently on the sick list, I wish you a speedy recovery.

REMEMBER – All meetings (General & Technical) start at 7.30pm.

Ralph Drage

President

COMING EVENTS for 2016

April 2016

- 17 Social Day Run to McLaren Vale for the McLaren Vale Vintage & Classic parade and winery visit.
- 18 A7 Technical Night.
- 19 A7 Leisure Run.
- 23/24 Race Meeting Historics- Mallala.
- 23-25 Pre War Austin 7 Run to Burra. Staying at Paxton Square Cottages, bookings via Technical Nights.
- 29 Tour of Christmas Pageant floats.

May 2016

- 1 Peter Hall Memorial 6Hr Regularity - Mallala.
- 1 HMVC British Classics Day at Victor Harbor, entries close 15 April.
- 2 Committee Meeting.
- 9 Monthly Club Meeting.
- 15 Modern Regularity R3 Mallala.
- 17 A7 Leisure Run.
- 21/22 Race Meeting - Mallala.
- 22 Social Day Run.
- 22 Coast to Coast Run by Morris Register, Glenelg to Port Adelaide highlighting 100 years of motoring.
- 23 A7 Technical Night.
- 27 Quarterly Luncheon.
- 28/29 40th Historic Winton.

June 2016

- 6 Committee Meeting.
- 11/13 Border Run to Little Desert Lodge Nhill. Bookings to David Searles.
- 20 Monthly Club Meeting.
- 21 A7 Leisure Run.
- 26 Social Sunday and display of Austin 7's at the Clubrooms.
- 27 A7 Technical Night.

July 2016

- 3 Modern Regularity R4 Mallala.
- 4 Committee Meeting.
- 11 Monthly Club Meeting.
- 17 Social Day Run to Gawler Gliding Club.
- 19 A7 Leisure Run.
- 25 A7 Technical Night.

August 2016

- 1 Committee Meeting.
- 7 State Championship Modern Regularity R5 Mallala.
- 8 Monthly Club Meeting.
- 16 A7 Leisure Run.
- 20/21 Race Meeting Mallala.
- 21 Hills Luncheon to Auchendarroch Tavern at Mount Barker,.
- 22 A7 Technical Night.
- 26 Quarterly Luncheon.

September 2016

- 1 Old Car Day to Bethany or to wherever you wish to drive your 'old' vehicle.
- 5 Committee Meeting.
- 11 Modern Regularity R6 Mallala.
- 12 Monthly and Annual General Meetings.
- 18 Social Sunday at the Clubrooms.
- 19/30 Federation Motorfest 2016.
- 20 A7 Leisure Run.
- 25 Bay to Birdwood Run.
- 26 A7 Technical Night.

October 2016

- 3 Committee Meeting.
- 10 Monthly Club Meeting.
- 16 Social Day Run.
- 16 Modern Regularity R7 Mallala
- 18 A7 Leisure Run.
- 24 A7 Technical Night.

November 2016

- 6 Herbert Austin's 150th birthday at the Clubrooms.
- 7 Committee Meeting.
- 12/13 Bendigo Swap Meet.
- 13 Modern Regularity R8 Mallala.
- 14 Monthly Club Meeting.
- 15 A7 Leisure Run.
- 18/20 Adelaide Motorsport Festival & Classic Adelaide Rally.
- 19 Race Meeting Mallala.
- 21 A7 Technical Night & Run.
- 25 Quarterly Luncheon.

December 2016

- 3 Subs & Cond Rego Stat Dec Day at the Clubrooms 10am to 2pm.
- 5 Committee Meeting.
- 6 A7 Leisure Run.
- 11 Subs & Cond Rego Stat Dec Day at the Clubrooms 10am to 2pm.
- 11 Christmas Function organised by A7 Club at West Beach Sea Rescue Function Room 1st Floor. Patio viewing area overlooking the gulf at West Beach and the setting sun, bar facilities, catering by Texas Bull Machine. Elevator Access.
- 12 Monthly Club Meeting.

April 2017

- 8-14 95th Anniversary Austin 7 Rally Toowoomba, Queensland.
- 14-17 Austins Over Australia Ipswich, Queensland.

Barry Frost is awarded a Member of the Order of Australia (AM)



Photograph supplied by Barry Frost.

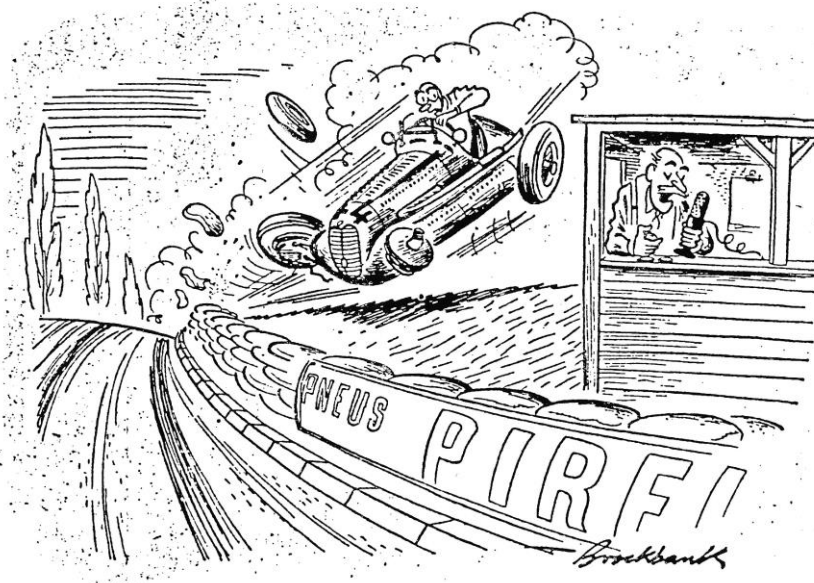
The citation of the award was for "Significant Service to Motorsport at the National and International Level".

Following is a resumé of Barry's commitment and contribution to Motor Sport, and associated achievements which led to him being awarded a Member of the Order of Australia (AM).

- 1959 Barry began as a timekeeper for the Austin 7 Club of SA (A7CSA) at the Port Wakefield track in South Australia. Barry has continued to officiate as a time keeper at several race meetings held at various venues every year since then, as the following attests to.
- 1962 – Appointed as the A7CSA Chief Timekeeper, an honorary position he continues to hold.
- 1969 – starts timing race meetings at Rowley Park Speedway, and now at Speedway Park (dirt track racing), an activity he still officiates.
- 1973 - Awarded the CAMS State Service award.
- 1975 – Appointed President of A7CSA. A post he held for 2 years.
- 1976, CAMS appointed Barry as National Chief Timekeeper – an honour he still holds.
- 1982 – Reappointed as President of A7CSA. A post he held for another 14 years.
- 1985 – Although continuing to reside in Adelaide he began timing major race meetings at Calder Raceway in Melbourne. He did this for 10 years.
- That same year - the first World Championship Australian Grand Prix was held in Adelaide with Barry as Chief Timekeeper, a task he undertook for all AGP's held in Adelaide.

- 1988 - NASCAR races began at the Calder Thunderdome. As a part of his commitment to Calder Raceway, Barry officiated at all meetings until the last meeting in 1995.
- 1991 - Awarded the CAMS Motor Race Official of the Year.
- 1996 - the AGP moved to Melbourne with Barry continuing to do the same as he did when the AGP was in Adelaide.
- 1999 - Chief Time Keeper for the V8 Supercar rounds held in Adelaide. He still is.
- 2000 - Awarded the Australian Sports Medal by the Prime Minister, John Howard.
- 2001 - Begins as Chief Timekeeper for the Darwin V8 Supercar series at Hidden Valley (Darwin). A position he still holds.
- April 2002 - the A7CSA Timing Team officiated at its 500th meeting with Barry being present at most of them.
- 2003 - Appointed Chief Timekeeper for the World Solar Challenge, a position he still holds
- July 2012 - The A7CSA Timing Team officiated at its 750th meeting with Barry still at the helm.
- February 2014 - Awarded the CAMS Service STAR Award.
- March 2014 awarded an Outstanding Motor Sport Officials Certificate from the FIA and its Volunteers and Officials Commission for being FIA's Best Timekeeper for 2013.

AS THE COMMENTATOR SAW IT



"According to my rough timing, he should be due at this point any moment now. . . ."

Barry says that over the 57 years he has been an official at Motorsport events, his most memorable highlights were the 1987 AGP at Winton; the 1989 & 1990 AGP World Championships at Phillip Island (support categories); the 1990 World Superbikes at Phillip Island; the 1991 AGP World Championship at Eastern Creek, (support categories) and the 1991 & 1992 World Superbike Championships at Phillip Island.

Barry acknowledges & would like to thank the many club members who, over the years, have supported him and the club through the A7C Timing Team by sharing their knowledge and providing support and friendship. For this he is truly grateful.

FYI - up to December last year (2015), the A7C Timing Team officiated at its 827th Race Meeting.

We congratulate Barry on being awarded a Member of the Order of Australia (AM); an award very well deserved.

Vale - John Newmarch

Born in Adelaide on 4 June 1937, his secondary school was Adelaide High School, and he lived in Baker St Glenelg.

John obtained an apprenticeship as a motor mechanic at Waymouth Motors in Adelaide and commenced playing lacrosse with the Glenelg Lacrosse Club, and that's where he first met Bruce Went and Bryan Cutt who were playing members there. John only played for 2 years.

His first vehicle was a Harley Davidson motor cycle and sidecar, and after a time he traded it in on an Austin 7 tourer and subsequently joined the Austin 7 Club in 1958, where he met Bruce Berry who also lived at Glenelg.

Bruce & John both travelled along Anzac Highway each day to the city and found that racing through the traffic in their Austin 7's to work was a great start to the day. One day John told Bruce that there would be no racing that day because he had taken the brake shoes off to re-align them and he drove the Austin to work with absolutely no brakes!!

John's next car was a 1936 Ford V8 Coupe, which suited his quest for speed and competed in this in many Austin 7 events. He also competed in Hillclimbs at Collingrove and Silverton in NSW

Having completed his training as a motor mechanic, he ran a BP Service Station owned by his father at Hyde Park. He now hotted up a Simca sedan which he raced in SA at Hillclimbs and race meetings, and also race meetings at



interstate venues.

A friend of his, John Bruggeman, built from a kit a Capricornia Sports Car for racing purposes, and John drove it for him at Port Wakefield and Mallala for many years.

The car was named the RICARDIAN, it was powered by a 6 cylinder Holden engine.

On 13 October 1962, John married Elizabeth Connelly. They lived at Reynella and raised a family of 2 girls.

John competed in the 1964 Ampol Round Australia Trial in a Valiant Sedan. John retired from motor sport and took up a position as a motor mechanic with a pastoral company in the Adelaide hills. This company had crop dusting aircraft and John learned to fly and carry out crop dusting.

After some time he joined Emu Airways as a pilot flying daily commercial flights from Adelaide to Kingscote on Kangaroo island.

His next move was with his wife Elizabeth, to Cairns in Queensland, where he joined a large airline company and flew commercial flights to and around New Guinea.

In 1991, he purchased a hire cruiser on which the customers lived while cruising around the Whitsunday Islands. The cruiser was based at Airlie Beach. In 1993, John retired from flying and continues to work for the company as a consultant.

He and Elizabeth moved to Airlie Beach in 2007, and John returned to Mallala to drive the RICARDIAN on 2 occasions.

John passed away on 14 February 2016 after a long illness.....**Bruce Went**

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Club regalia for sale:



The club has a variety of items of interest to members which are available from the Treasurer each meeting at the clubrooms.

Austin 7 Club Decal small:	\$1.00
Austin 7 Club Decal large	\$2.00
Austin script hat/lapel badge:	\$3.00
Austin 7 Club Cap	\$12.50
Austin 7 Club Hat	\$12.50
Austin 7 Club Badge Metal Radiator	\$22.00
Austin 7 Club 50 th year history book:	\$20.00
Austin 7 Short Sleeve Yellow & Blue top:	\$20.00
Austin 7 Short Sleeve Dark Blue 3 button top	\$30.00 sizes in stock M,L, & XL.
Austin 7 Long Sleeve Polar Fleece Jumpers:	\$45.00 sizes in stock S,M,L & XL.
Track Time Motorsport Cap	\$10.00
Track Time Motorsport Polo Shirt	\$34.00



The Austin 7 Club SA Inc is now on Facebook, search for Austin 7 Club of South Australia

SA/Vic Austin 7 Clubs Annual BORDER RUN – 11 June to 13 June 2016

This year's Border Run will be held at the Little Desert Nature Lodge, Nhill, we have been there before, but it is well worth another visit. It is located halfway between Adelaide and Melbourne, 16 km South of Nhill just off the Western Highway. The Lodge is set on 117 hectares of natural bushland and has the rare and elusive Malleefowl or "Lowan" bird, along with other birds & wildlife and stunning wildflowers. There are bushwalking & nature trails.

On Sunday there will be a run to the Agricultural Museum in Jeparit.

Accommodation details are:

6 Garden View Ensuite Rooms	\$222/pp twin share
5 Budget ensuite rooms	\$207/pp twin share
Dorm (shared amenities) min 2 per room	\$188/pp
Campsite	\$144/pp

The above prices include: 2 nights accommodation, 2 cooked breakfasts and 2x2 course alternate drop dinner in fully licenced dining room. The cost for Sunday is not known yet.

The Border Run is an annual event where the Austin 7 Clubs of Victoria and South Australia meet at a venue near the border. The first Border Run was held in 1955 at Kaniva on the oval for the brief meeting, however, these days we try to luxuriate in ensuite accommodation over the Queen's Birthday Holiday weekend. Please see David Searles if you would like to come along. Please note at time of printing, all ensuite rooms have been allocated.



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Austin 7 Club Members Welcome

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95th Austin 7 Rally and Austins Over Australia 2017 Queensland

The 95th Anniversary Austin 7 Rally will be held in Toowoomba Queensland from 8th to 14th April 2017 followed by Austins Over Australia at Ipswich Queensland from 14th to 17th April 2017, which is Easter.

Please see David Grear to be included in the contingent going to Queensland. Soon you will be asked your departure date and preferred route, as not all are participating in the Austin 7 Rally beforehand.

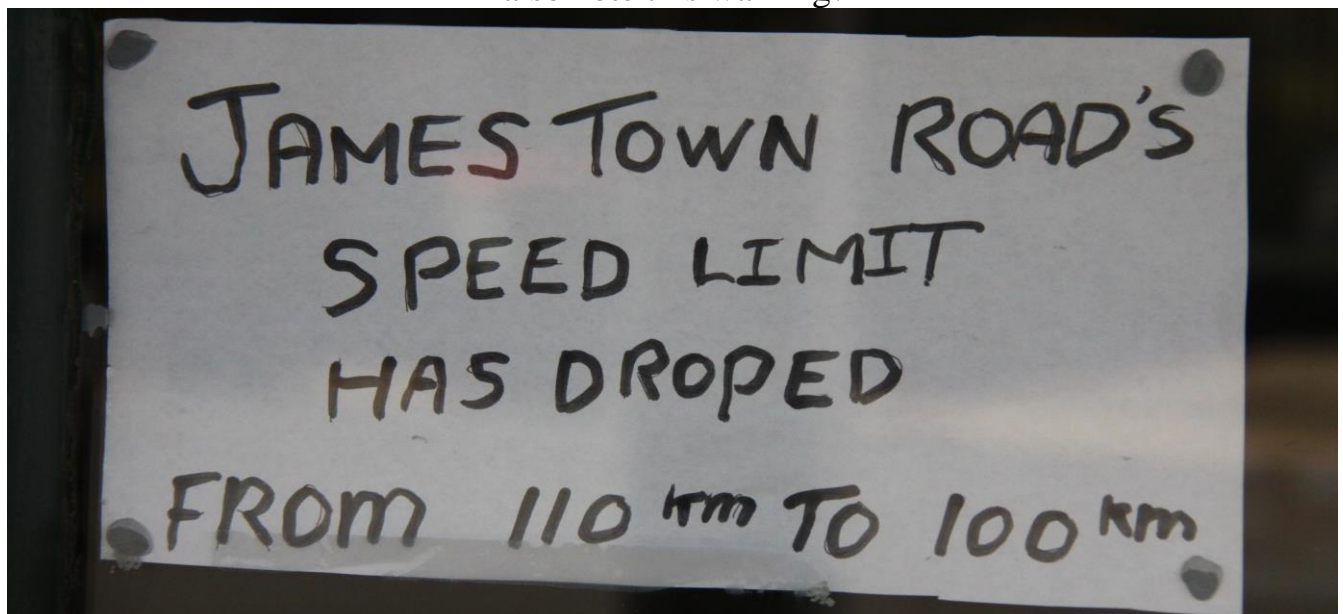
Members who have indicated their interest in one or both of the above events are .
DAWES A & D; ADDYMAN A & N; GELL R & C; BYFIELD D & M; CARVER D & G;
GARNETT D; GREAR D & M; SEARLES D; BUESNEL G & C; HILL D & V;
LINDSAY G & J; JONES I & C; LEITCH I & S; RAGLESS P; SUTTON L & P;
SEIDEL K & W; APPELYARD S; MANDER S & M; THORPE S & B; GENT T & R;
and WILLIAMS T & J.



The **Austin 7 Pre War Run for 2016** will be held on the 3 day weekend of 23 to 25 April, leaving on Saturday 23 April for Burra, and coming back on Monday 25 April (Anzac Day). We are staying at the Paxton Square Cottages and the accommodation cost is \$180 per room for the two nights. Evening meals will be arranged at the two remaining Hotels in Burra i.e. The Burra Hotel on Saturday night and The Commercial Hotel on Sunday night.

Breakfast of your choice and imagination can be had as BYO in your rooms on Sunday & Monday mornings. Cooktop, toaster & kettle available in all rooms.

also note this warning!



We need to keep this in mind when on the pre war run driving our Austin 7's from Burra to Jamestown on Sunday 24 April, this year. This sign spotted in Terowie on a previous pre war run in 2013 attests to the continual changing conditions that Austin 7 drivers are faced with.



2017 AUSTIN SEVEN NATIONAL RALLY TOOWOOMBA, QLD

Saturday April 8 to Thursday 13 April, 2017

Austin Seven Register of Queensland Inc



Welcome to Newsletter Number 1 for the Austin Seven National Rally organised by the Austin Seven Register of Queensland Inc. This is the first of a number of newsletters that will keep you informed of the rally to take place in Toowoomba from Saturday 8th April to Thursday 13th April, 2017.

The Austin Seven National Rally provides the opportunity to see the biggest number of Austin Sevens in one location in Australia and the opportunity to meet old friends and make new ones.

Event Information

The event will start with a welcome social event on Saturday 8 April followed by five drive days to a variety of destinations with interesting places to visit.

<i>Saturday 8 April</i>	<i>Registration and Evening Welcome Function</i>
<i>Sunday 9 April</i>	<i>Morning event and afternoon tour of Toowoomba</i>
<i>Monday, Tuesday, Wednesday and Thursday morning 10 – 13 April</i>	<i>Tour runs from Toowoomba to villages and places of interest</i>
<i>Thursday night 13 April</i>	<i>Presentation dinner</i>

The dates have been chosen to coincide with school holidays in most states. It is expected that this will allow additional entrants to attend the rally.

Headquarters for the rally will be in Glenvale, a western suburb of Toowoomba.

Registration forms for the rally will be available next year. A meal form will be forwarded at a later date when arrangements and prices are confirmed.

Rally routes are being finalised and will be on good mainly flat country roads.

Location

The rally is being held at Toowoomba on the Darling Downs in South East Queensland. There are good roads suitable for Austin 7 rallying, a selection of quality attractions and points of interest, great April weather with an average temperature range of 13 to 23 degrees in April and a number of successful national car rallies have been held in Toowoomba and surrounds.

Austins Over Australia

The Austin Motor Vehicle Club of Qld. has selected Ipswich as the venue for Austins Over Australia at Easter 2017. Ipswich is about 90 kilometres from Toowoomba towards Brisbane on mostly dual lane carriageway.

The Austin Seven National Rally will conclude on Thursday night 13th April and entrants can travel to Ipswich the following day, Friday 14th April to register for Austins Over Australia in Ipswich. We have been advised that Austin 7 entrants are welcome to attend Austins Over Australia at Ipswich and that rally routes will be suitable for Austin 7 entrants. Ipswich is a historic city and AOA will be beneficial for entrants attending the Austin 7 national rally.

For enquiries about the rally please contact John Que on home 07 33960882, mobile 0409893305, email jque@bigpond.net.au or by mail to 83 Tantani Street, Manly West Qld 4179.



AUSTINS OVER AUSTRALIA 2017
IPSWICH, QLD
FRIDAY 14TH APRIL TO MONDAY 17TH
NEWSLETTER NO.2

Newsletter No. 2

Welcome to the 2nd Newsletter. It is apparent that we did not make it clear that when you Register the Registration payment should be made with Registration. The rally numbers will be allocated when payment is received so if you have Registered and not sent the payment, could you please do so as soon as convenient.

Registrations which we have received without payment by the 14th November 2015 will be cancelled and you will need to Register with payment. Entrants with 2 cars will only need to pay one entry unless two Rally Packs are needed. In this case a second Registration will be needed.

The cut off date for entrants is the 31st January 2017. This will ensure all entrants are in the Rally Book.

Ctrl-Click on the link to show what car you are bringing and what Club you are representing.

[.https://fs12.formsite.com/discoverlpswich/form43/index.html](https://fs12.formsite.com/discoverlpswich/form43/index.html)

Email a photo of your car to Nairn Hindhaugh at (Ctrl-click) freeway@eis.net.au or post to The Secretary AOA 2017, PO Box 301, Coorparoo Qld 4151.

The original venue has had to be changed as the Railway Museum could no longer accommodate us. Registration, Meet and Greet, rally day starts and the Display Day will now be at the Bunbamba Racecourse. The Official Dinner on Sunday night and the Farewell Dinner on the Monday night will be at Rosewood which is a 20minute drive from Ipswich. Buses will be available both nights for those not wishing to drive. The Theme for the Sunday Dinner is 1950s and 60s.

Trailer parking will be available a half hour drive out of Ipswich on the Toowoomba / Ipswich road. The area is not lockable but is a distance from the road. If you require trailer parking let us know and we will give you the address.

The Regalia and meals order form will be out the third week May in 2016 and will need to be returned with payment by 31st January 2017.

Rally Director, Kev Airtton; Mobile 0438702910 email k.pairton@bigpond.com

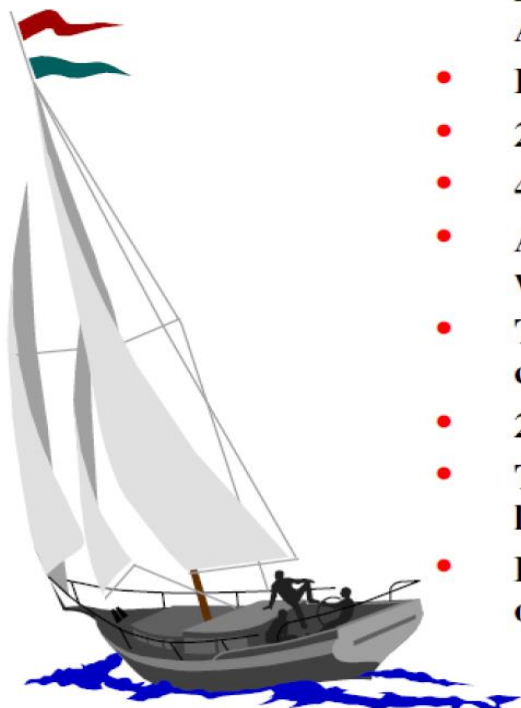
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AOA 2017

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FOR THE ATTENTION OF MEMBERS WITH HISTORIC VEHICLES.

With members renewing their Austin 7 Club subscription for 2016, it is timely to remind members of their responsibilities in regard to their Historic Vehicle.

The scheme is a conditional registration scheme which allows for the driving of an historic vehicle on public roads subject to certain conditions for its registration.

A Log Book issued to you for your historic vehicle is a record of your club membership and records your membership of the Austin 7 Club and your days out driving for up to 3 years. At the end of this period, a new Log Book will be issued.

The Department of Transport has deemed that, for our club, the membership year ends on 31 December each year, so if you wish to continue driving your historic vehicle unimpeded each year you must renew your club membership BEFORE 31 December each year AND submit a Statutory Declaration to the Log Book Manager, Geoff Stephens, at the same time. It is recommended that you utilise the Log Book Days at the Clubrooms which are next scheduled for the 3rd and 11th of December 2016, and also the many club meetings held during the year. Geoff's old premise on OG Road is not available because he's not there.

Your vehicle must be inspected for compliance with the scheme once in a 3 year period, which ideally is done at the time of the issue of a new log book, and, Log Book entries for your days out driving must be in ink NOT pencil.

The responsibilities of club members are not arduous and you receive considerable financial benefit through the scheme, so please do the right thing as the club carries out its responsibilities by volunteer committee members, so don't take out your frustrations on them. Remember the alternative is full registration.

The Code of Practice for Conditionally Registered Vehicles is available at the clubrooms or on-line from www.fhmcsa.org.au or from the Dept of Transport SA web-site.

2015 Motor Sport AWARDS and PRESENTATIONS

On 16 January, the *A7C/Track Time Motorsport awards* were held at the Royal Hotel Kent Town. *Colin Tucker* received his winning trophy to hearty applause, as he had been runner-up 3 times previously; second and third places went to *Sandy Watters* and *Brett Watters*. The Ladies trophy was won by *Sandy Watters* from *Kristen Bailey* and *Naomi Maltby*. During the year, 115 drivers competed in the Modern Regularity series, including 10 ladies and 12 juniors.

On 30 January, the *CAMS awards* were held: *Sandy Watters* received her trophy as the State Modern Regularity Champion.

On 31 January, at a timing team luncheon, **Bob Piper**, on behalf of the *CAMS Australian Officials Commission* (AOC) presented **Certificates of Recognition for Outstanding Service** as a volunteer official to timing team members *Mrs Raelene Frost*, *Mrs Cindy Frost*, *Mrs Pamela Tunn* and *Mr Robert Frost* with *Mrs Sue Alexander* accepted her husband *Ian's* posthumous award. *Graham Buesnel* accepted a Certificate on behalf of the A7CSA for the Timing Team's dedication for over 55 years. Bob Piper noted that this group is one of the very few that have given such a continuous service to motor sport.



Our timekeepers ready for duty at the Clipsal 500

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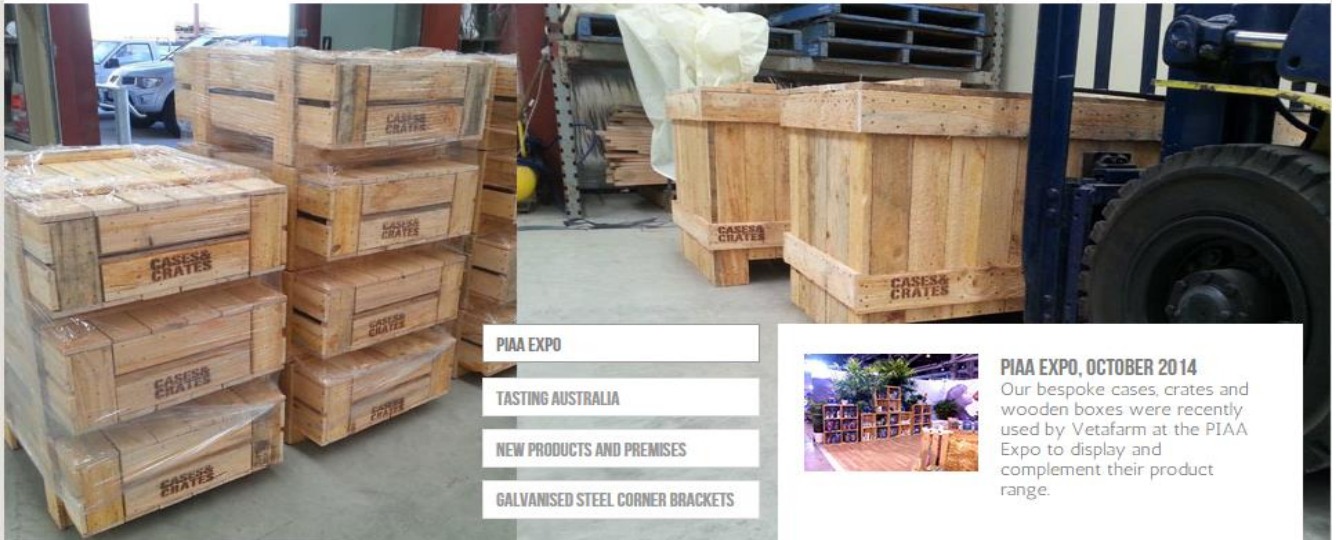
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Austin 7 Journals

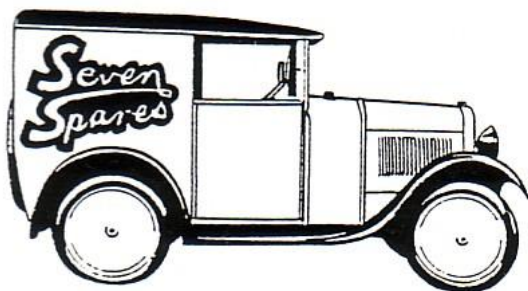
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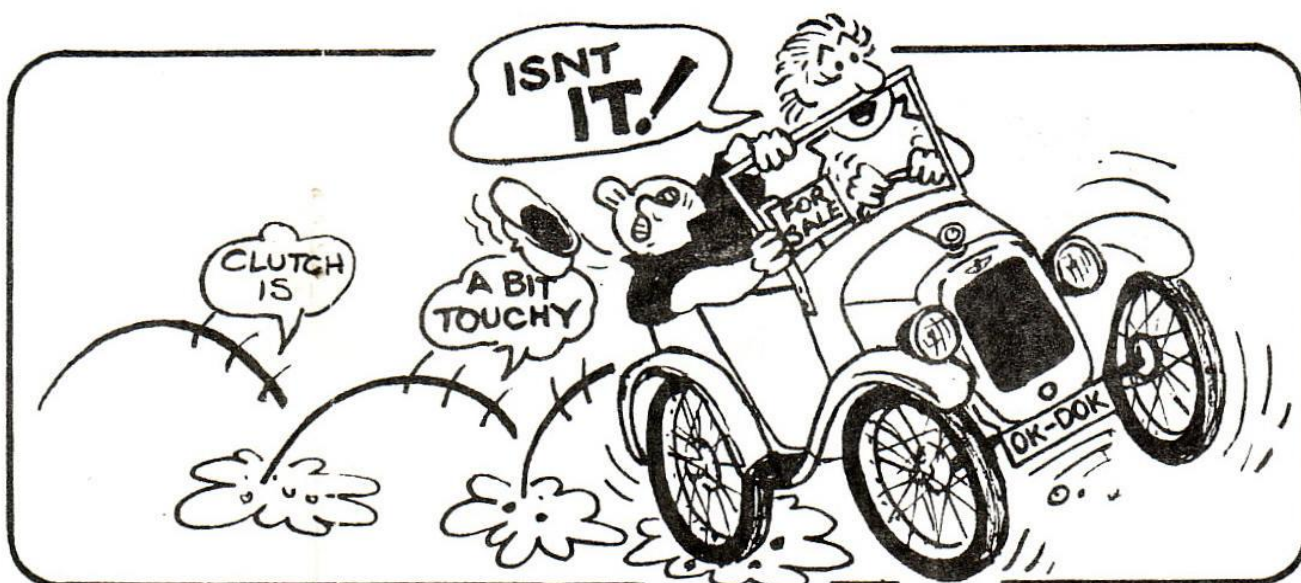


April 2016



The Austin 7 Club SA Inc Spare Parts Manager has submitted the following information in regard to the supply and sale of Austin 7 parts to members.

- Parts supplied by the Austin 7 Club of SA are made neither by nor for the original vehicle manufacturer.
- Where original part numbers or names are referred to, this is for identification purposes only.
- We have no access to the original factory specifications or drawings, and make no claim that the replacement parts exactly match the original equipment.
- All parts supplied are only copies of designs and are intended to assisting the repairing and restoring of vehicles as close as possible to original condition. No guarantee is given that they comply with current legislation.
- The Austin 7 Club of SA has no knowledge of, or control over, the circumstances of fitting and use of parts supplied.
- The purchaser is solely responsible for ensuring that parts selected and purchased are suitable for intended usage, and that they will be fitted correctly, by the properly qualified person.
- Any parts supplied by the Austin 7 Club of SA spares department and purchased by club members and subsequently modified in any way will not be eligible for refund or replacement.
- The Austin 7 Club of SA accepts no responsibility for any product failure and consequence damage:-
 - There is a modification of the part after delivery,
 - The product has been incorrectly fitted, or
 - The product is used in a vehicle engaged in racing or speed events or practice for same.
- Any technical or other advice or information given, verbal or written, will be expressed as a personal opinion only, and must not be taken as a statement of fact. Information will be given in good faith, to the best of our knowledge and ability, but we will not be held accountable for any consequence arising from such advice, freely given.



PAST EVENTS

MURRAY MALLEE AUTO CLUB SHOW N SHINE - Walker Flat – 26 January (Australia Day)

On Australia Day, twelve cars from the club made their way to a Show 'N' Shine day at Walker Flat. We, along with six other cars met at Elizabeth & made our way through Gawler & Williamstown to Mt Pleasant where we stopped for morning tea. Four other cars had got there before us so they had almost finished their morning tea when we arrived. Three of the cars departed for Walker Flat just after we arrived, with the remainder of us departing some 25 minutes later.

Unfortunately when we arrived at the park where the Show N Shine event was being held, the park was full, so we had to park our cars beside the road. It didn't really matter though, it just meant that we weren't near the activities which were taking place, but we found a very nice shady grassed spot to set up for lunch.

After lunch the men & a few ladies inspected all of the lovely cars on show, whilst others of us stayed in shade and chatted. When the guys had seen enough we packed up and headed for home via Mannum & Birdwood.

It was a lovely day - pleasant weather, great company and no car issues.

Marie Drage



PAST EVENTS



Ralph finding a new friend at Walker Flat engages in enlightening conversation

PAST EVENTS

ALL BRITISH DAY - ECHUNGA 14 FEB 2016



This year, the All British Day celebrated its 32nd annual display day at Echunga Oval and the Austin 7 Club has been involved in about 25 of these events. We had a good number of club vehicles at the All British Day with about 21 vehicles attending. The official Austin 7 start point was the Victoria Hotel car park at the top of taps, with morning tea enjoyed at the Meadows Bakery. Our arrival at Echunga was splendidly timed as to ensure that all the others who arrived earlier had set up our spot, and most other clubs' vehicles had arrived.

Highlight and much anticipated part of the day was the arrival of Steve Brown the 'car event paintings' man ready to 'paint' the Austin 7 feral.



Hi,

My name is Peter Trudgen. I wanted to provide some feedback regarding my participation in the recent Modern Regularity event on Feb 28th. Bit of a long story but I have been involved in Rallying in the past. I was president of Walkerville all cars club for a couple of years among other positions. The last time I drove a car with any vigour was as a sweep vehicle for a state rally championship round back in 2006. Since then it's the same old (but happy) story, married, two kids, house and the serenity of life without motorsport L. Now I'm in my mid forties so, call it a mid life crisis if you like but I don't think of it like that.

Money and time seldom align and when they do you need to grab it by the tail or tails and hang on. I first thought I would just get a "car" and go back on the dirt. I also wanted a bit of a change from the front wheel drive three cylinder turbo charade I last drove, so with this in mind I thought, hell, I have never owned or even driven for that matter a V8, and I do love rear wheel drive, by the powers of a middle aged male, I'll buy a commodore! I ended up buying an ex track VB but it had seen better days and the rebuild process was taking too long. At this point I was still thinking of going back to dirt. A chance meeting last year while purchasing a part off gum tree led me to Track Time Motorsport. Now I had always wanted to try driving on a track where the rocks and soil had been glued together with black tar but I guess my lack of knowledge in that area held me back.



I found a "ready to run" VN for sale on Gumtree and Bob's your uncle (he is actually) we were in business. Insert many months of work, actual blood, (some beer may have been involved as well) later and even the day before the event and you have a track car. My father used to take me and my brother to Mallala as kids to watch cars, bikes, goats, flightless birds, pretty much whatever was running from time to time, so for my parents to be there with

me when I took to the track even all these years later was a big highlight in all our lives which I am very thankful for. I don't know about anyone else but Mallala still fills me with the sense of history and childlike amazement. For me driving on that track wasn't just a huge amount of fun, it was an honour. You are never too old to hear your parents tell you they are proud of you. You could not wipe the smile off my face with a sheet of 80 grit and a litre of turps. I thought I may have to visit the dentist to have it removed. The people at work really think I am up to something and are keeping a safe distance. Seriously, I'm writing this two days later and my face hurts. I'm smiling on the way to work for god sake, I'm smiling in meetings, I'm smiling at our cats (even the one I don't like), I even smiled at the guy at work no one likes because he smiles all the time, just between you and me I think he's up to something. This is the best fun I have had in a car (nudge, nudge, wink, wink, say no more). But I digress, back to my actual feedback. The TTM website is as good as I have seen and has everything you need to know. I was able to work out everything I


needed, contact the right people, join the Austin 7 Club and enter an event. There were a lot more people than I thought there would be but the day ran very well and very professional from my perspective. There were two things in particular that were very beneficial for me as a newcomer and I believe they are also new to this year. The familiarization session was a fantastic idea. It's the perfect way to see the track first hand and to get a feel of how a car goes around it. It provided a very good opportunity to ask questions and for me it relieved many nerves I had amassed. The other great idea is the rookie section. It provided a fantastic entry point and I'm sure it will serve you well in the future. There was a good sense of camaraderie between the rookies and it worked really, really well.

At the end of the day I put my car in the shed without having to wash the 136kg of dirt, rocks, grass, sticks, goats, flightless birds and mud off it. Sure I have some mechanical repairs to do but for once it doesn't involve rebuilding the suspension due to that jump, jumps, rut, bolder, cattle grid, cattle, more ruts, goat etc. Don't get me wrong, I love doing it in the dirt but I'm starting to hurt more than I used to so a minimum approach to mechanical repairs is preferred. Oh and the time factor. Bugger, and the money. I would certainly highly recommend giving rallying a go and there are some very good entry points for this as well.

I could go on if my wife didn't push me away from the computer with a broom handle so we will call it a day but for this and all of the above rambling I want to thank all involved, the organisers, the other entrants, friends and family of entrants, the scrutineers, the flag marshals, the firees, the ambos, the kiosk people, the people who look after the track, all the people who offered advice and guidance, the form up guy, all the people who applauded, and anyone else even remotely involved, you all made a bearded man very happy, thank you.

Yours in Motorsport,

Peter Trudgen.

Modern Regularity - 28 February 2016 							
2016 Rookie #1							
Name			E1	E2	E3	E4	Total
			4 Laps	5 Laps	5 Laps	6 Laps	20 Laps
1	71	Jordan JOHNSTON	47	40	57	20	164
2	86	Grier NEILSON	29	26	47	91	193
3	80	Adrian CZYZEWSKI	40	18	96	101	255
4	76	Alec DONNON	196	57	112	53	418
5	17	Peter CLARKE (jnr)	86	117	82	134	419
6	27	Tyler CLARE (jnr)	58	52	129	198	437
7	87	Jarred WATKINS	159	98	171	133	561
8	93	Mitch STEWART (jnr)	222	140	164	55	581
9	31	Matthew TOTANI (jnr)	38	133	352	116	639
10	30	Peter TRUDGEN	14	161	218	252	645
11	7	Ryan BAILEY (jnr)	378	142	233	38	791

Scores in italics either DNS, DNF or did not nominate a time

DNF Score



denotes track record



under previous track record

Next meeting for Rookies 3rd July 2016

Modern Regularity - 28 February 2016

TTM Trophy #1

CAMS permit No. 516/2802/01



		Name	E1	E2	E3	E4	Total
			5 Laps	6 Laps	7 Laps	8 Laps	26 Laps
1	69	Colin TUCKER	21	42	23	16	102
2	1	Sandy WATTERS	16	57	14	26	113
3	40	David ZOLLO	13	63	47	34	157
4	27	Geoff STEPHENS	41	40	60	19	160
5	71	Steve CONROY	30	75	36	29	170
6	45	Karl FLEMING	65	38	54	34	191
7	88	Richard BAILEY	20	98	46	44	208
8	89	Bruce MARSTON	73	34	78	43	228
9	10	John ELLIS	43	70	65	102	280
10	66	Philip SCADDING	51	34	25	190	300
11	52	Shane DRURY	124	49	40	99	312
12	46	Michelle WEGENER	92	82	102	41	317
13	53	Jason THIELE	49	111	113	45	318
14	26	Brett WATTERS	63	64	71	127	325
15	95	Kristen BAILEY	61	85	128	90	364
16	81	Duane KAAK	114	87	119	46	366
17	16	Lisa TOTANI	73	173	80	68	394
18	73	Duane GENT	56	70	188	87	401
19	65	Adam YOUNG	58	82	104	165	409
20	15	Colin CORNELIUS	71	111	111	121	414
21	97	Greg WENZEL	150	129	101	41	421
22	21	Colin GENDERS	89	26	117	235	467
23	7	Lauren BAILEY (jnr)	59	88	289	32	468
24	85	Nathan GREEN	147	94	132	105	478
25	70	David TAYLOR	79	270	106	56	511
26	24	Stephen DRURY	517	28	33	34	612
27	76	Rachael HOFMEYER (jnr)	104	302	151	101	658
28	41	Robin GEORGE	110	513	36	27	686
29	30	Troy ZYTVELD	36	80	106	479	701
30	19	Peter WILLIAMS	502	84	81	52	719
31	80	Colin ZYTVELD	76	93	77	479	725
32	67	Darryl BRIGG	92	81	73	479	725
33	55	Leon BONDARENKO	517	71	47	92	727
34	31	James ARNERIC (jnr)	42	513	99	464	1118
35	74	Peter REIMANN	309	85	302	479	1175
36	68	Gavin LYMN	42	117	648	479	1286
37	35	Antony RODDA	75	91	648	479	1293
38	98	Brandan MARSTON	42	513	648	121	1324
39	86	Michael ROGERS	315	498	456	85	1354
40	38	Wayne PANNOWITCH	517	251	648	101	1517
41	4	Scott VICKERY	52	513	648	479	1692
42	38	C. PANAGOPOULOS	96	513	626	479	1714
43	75	Greg PFITZNER	201	513	648	479	1841
44	54	Dennis MCDEED	272	513	641	479	1905
=45	43	Brenton BAILEY	517	513	648	479	2157
=45	61	John TILLER	517	513	648	479	2157
=45	77	Andrew BAOHM	517	513	648	479	2157

Scores in italics either DNS, DNF or did not nominate a time

DNF Score

517

513

641

479

denotes track record

under previous track record

Next meeting 10th April 2016

MODERN REGULARITY



Colin Tucker



Sandy Watters



David Zollo



Geoff Stephens



Steve Conroy



Karl Fleming



Richard Bailey



Bruce Marston

Dear David,

I hope that you're still the A7 magazine editor and that if you're not, you'll pass this email to the current editor.

In 1969 I was a 23 year old designer with an ambition to become an engine designer in the British motorcycle industry. I lived in the north of England whereas the motorcycle industry was mainly based in the West Midlands - the Birmingham, Coventry area. I wrote a few hopeful letters and failed miserably. Then I saw an advert for Petrol Engine Designers! But...this was working for Austin-Morris, a division of British Leyland and based at Longbridge in South Birmingham. I thought about it for a few seconds and wrote an enthusiastic response. To cut the matter short, I was interviewed at Longbridge and started work there in January 1970, based in the Engineering Block at the top of the test hill.

As a newcomer to Longbridge's customs and practices I was given many tedious and quite minor tasks to do usually involving taking an existing drawing and modifying it in some small way; maybe a wider manufacturing tolerance or an alternative material. One of the mods I was asked to do was to change the hardness specs of the teeth on the A-Series Distributor Drive Spindle. This is a small steel shaft about 5 inches long. There is a head of about 1 inch diameter at one end and a helical nine-tooth gear at the other end. I went along to the drawing store and I could tell from its very early drawing number that it would be interesting. When I was handed the original drawing I could see that it was ancient and had been drawn on what we called 'linen' (instead of paper) to increase its life and resistance to creasing. The original drawing had been made in 1921.

It's normal to register each modification made to a drawing by quoting date, name and the reason for the change. I looked at its long list of mods extending over a 50 year period. One of these was a change of name from 'Magneto Drive Spindle' to 'Distributor Drive Spindle'. So this part that then currently fitted all A-Series and all B-Series engines would also fit a 1922 Austin Seven!

This could be useful information of one of your members is seeking a Magneto Drive Spindle.

Here's my second Longbridge tale.

In 1970, I used to have lunch with two pals in the Longbridge canteen. We had an hour but the lunch was gone in around half that time. So what to do?

Well one of the things we did was explore the tunnels beneath the factory. These approximately 15 foot diameter tunnels had been built during WW2 to allow armaments production to continue during the frequent air-raids. After the war, the machinery was taken back to the usual workshops and the tunnels used to store junk. We had found one of the entrances (unmarked) near the canteen.

We must have planned this tour because we had torches. The tunnels were stuffed full of papers and documents, crates of hardware and parts and then we came across what were clearly two cars under dust-sheets. Lifting the corner of one dust sheet revealed an Austin 16 painted in a creamy matt white paint and then signed by hundreds of people. I later learned that this was the Millionth Austin built at Longbridge (it was built on 25th June 1946) and was signed by all the Austin workers. It forms part of the Heritage Motor Centre Museum these days.

The second dust-wrapped car?



A-ha. This was a Murray Jamieson Austin Seven Supercharged DOHC racer and it had sat there so long (around 30 years), its external pipes had leaked various fluids onto the tunnel floor. What a magnificent though tiny beast! What a pity we had no cameras with us!

Our discovery soon became common knowledge and as the company was approaching the 50 year celebrations of the Austin Seven, the organisers of a

huge parade and display in Birmingham City Centre had invited the company to attend and to bring along some exhibits! Donald Stokes (Lord Stokes) had often been quoted as saying that he wasn't interested in history and was more interested in the future. But when he heard of this old Austin racer, he immediately ordered its renovation so that it could lead the Austin cavalcade through the City Centre.

First the car was taken down to the Car development department at the foot of the test hill. They decided to stick some fluids in the car and see if it would start. It did but the oil pipes burst. Then they decided on a complete strip and rebuild. As I was interested in old motorcycles, when the engine design section were asked to produce new drawings for the con-rods, bucket tappets etc, they gave the job to me. But I had a feeling that we may still hold the original drawings in the drawing stores. Thankfully, a search through the record books used to issue new drawing numbers soon identified the part numbers. And there they were; all the original drawings of Jamieson's supercharged DOHC Austin Engine. All I did was redraw the critical items (camshafts, tappets, valves, pistons, con-rods and crankshaft) whilst specifying more modern materials and heat treatments.

I recall that the inverted bucket tappets were over 2 inches in diameter. The 'skirts' were wafer thin (about 30-40 thousandths of an inch) and were drilled through with many large holes for lightness.

Where is that car today? Well the last I saw of it was at the Donington Park Motor Museum probably in the early 1980s where it was on display.

By the way, around 1975 when I arrived for work in the drawing office, I found boxes and boxes and rolls and rolls of drawings piled up around the doors and in the stairwells. When I enquired, I was told that over the weekend, the drawing store people had removed all the old drawings for disposal. I asked the manager responsible (a man called Mr Benbow) if I could have a few for myself and he agreed. I found some really beautiful drawings from the very early days of armoured cars, hand grenades etc. I lent them to a friend and (he claimed) he'd lost the lot.

I think that's exhausted my Austin Seven tales.

Regards

Ray Battersby
Eastbourne

At the display day at the clubrooms on Sunday 27 March, a question was raised regarding the Differential of an early Austin 7 Chummy, in particular how to correct what was described as "considerable" backlash within the differential.

The Austin 7 Companion, pages 154 to 156 give an insight into what is involved.

RENEWING AXLE BEVELS AND CROWN WHEELS

Austin Service Journal - March/April 1932

(Editor's comment: This article is reprinted here as being 'typical' of the A7 rear axle, we have added footnotes expanding the text where we feel they are warranted).

To fit new crown wheels and bevel pinions to all Austin Cars, it is first of all necessary to remove the axle from the car.

Removing the Axle from the Car

First disconnect the propellor shaft and rear universal joint socket, by knocking back the locking plates and undoing the nuts which hold the socket on to the bevel pinion flange. Next, uncouple the torque tube ball joint from its anchorage on the rear cross member, by knocking back the tang of the locking plate and removing the seating nut (BP69) and the locknut (BP71). When seating nut is removed, take care that the seating (BP75), and its distance piece (BP76), are not dropped out and lost. The torque tube may now be swung clear of the anchorage. (2)

Before any further dismantling is done, jack up the car and support it under the frame members with blocks of wood, so that there is no weight on the axle.

Take off the rear wheels and remove the shock absorber links from the spring pins (BR58), after removing the nut on the end of the pin. The brake cables are next removed. This is easily done by removing the nuts and bolts (BN32 and 33) and sliding off the end caps (BN31).

Remove the cotters holding the spring pins and then tap out the pins themselves. These sometimes prove rather stubborn, in which case, remove the hubs and tap out the pins from inside.

The axle may now be taken away from the rear of the car.

Dismantling the Axle

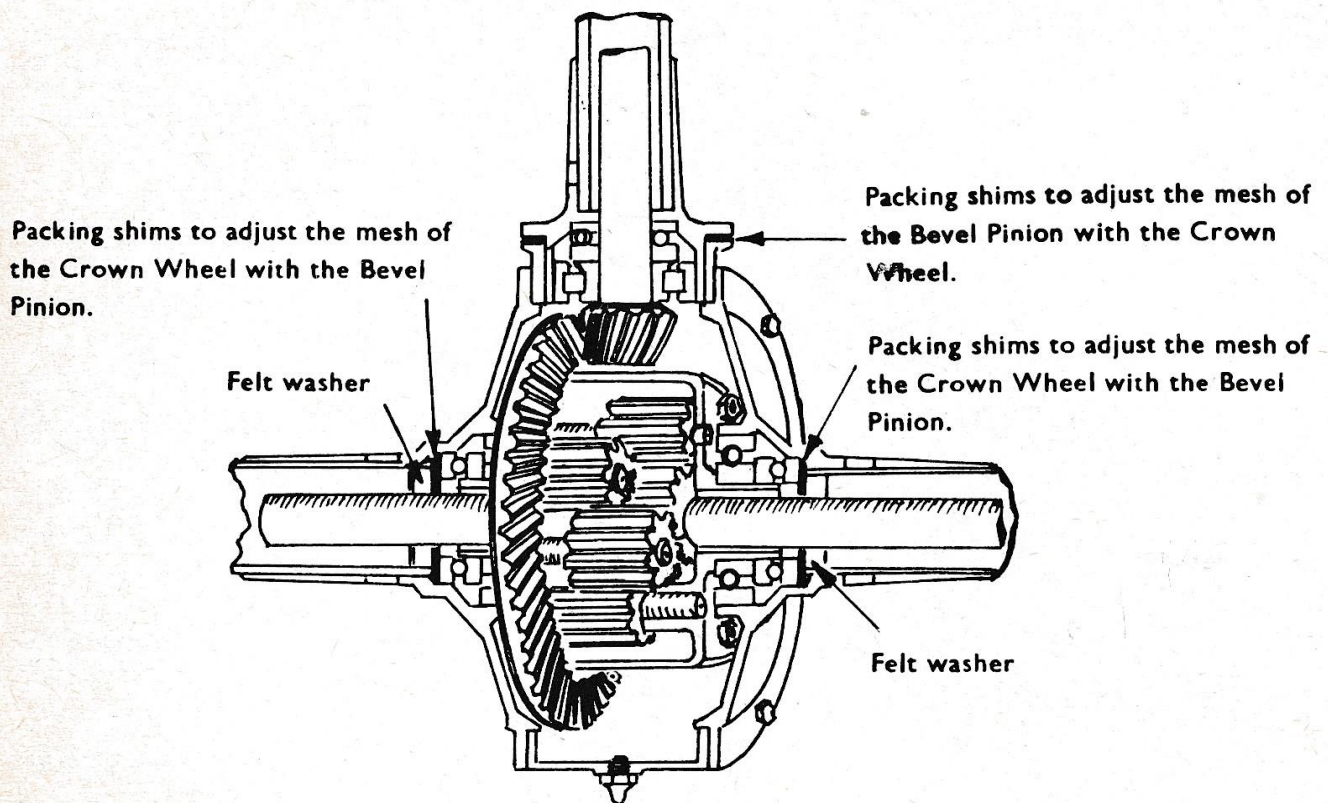
When the axle is removed from the car, first drain out the oil, and hold the axle in a vice by the offside axle case, with the torque tube vertically upwards.

Commence dismantling by removing the hubs, hub bearings, felt housings and brake shoes. Next, remove the keys from the keyways in the taper ends of the axle shafts.

When these have been removed, knock back the lockwashers and undo the six setscrews, or in the case of older type axles, the six nuts, holding the nearside axle case to the axle case centre. The former may now be removed and the differential assembly together with the two axle shafts, withdrawn from the casing.

On the oldest type of axle, care must be taken to see that neither the felt housing, the felt itself, nor any of the shims are dropped from either side of the differential case, as these are set before the axle leaves the works, and are best left in position, as upon them depends the correct mesh of the crown wheel with the bevel pinion.

In some cases, when a new crown wheel and pinion are fitted, it is necessary to alter the original setting to suit the new wheels, but it is inadvisable to effect this alteration until the axle is being re-assembled.



When the differential assembly has been lifted out of the casing, separate the offside axle casing from the axle case centre in the same way as the nearside.

Removing the Torque Tube

It is now necessary to separate the torque tube from the axle case centre.

In the case of axles fitted with the bolted-on type of torque tube, undo the six lockwashers and nuts holding the tube onto the axle case centre, and draw the tube out of the casing.

On chassis where the torque tube is screwed into an extension on the axle case centre and is locked in position by a clamping bolt, slacken off the clamping bolt and screw out the tube. (3)

Removing Old & Refitting New Crown Wheel

On all Austin models prior to Chassis No. 84,000, the differential case is in one piece, with a cover over one side, and the crown wheel fitted between the cover and the case, and held in position by three studs and three setscrews. To remove the crown wheel, undo the setscrews and the nuts on the studs, and lift off the cover. The crown wheel is then immediately accessible and may be lifted out without further trouble.

From chassis No. 84,000, the differential case is in two halves, the crown wheel being fitted on the outside and held in position by the bolts holding the two halves of the case together.

When the crown wheel has been removed, wipe the faces upon which it bears, clean and dry. The new wheel may now be fitted, and when bolted up, the whole assembly may be put on one side, and work commenced on the torque tube. (4)

Removing Old Bevel Pinion

With the first type of bolted on torque tube, and the screwed-in type which superseded it, to remove the bevel pinion from the torque tube, first knock back the lockwasher and remove the nut holding the bevel pinion flange, on to the taper on the end of the pinion shaft. Pull off the flange with the special extractor and then drive out the key from the keyway. The pinion may now be driven out of the tube by tapping the taper end of the shaft with a hide hammer.

In the case of the latest type of tube, there are two dual purpose bearings at the bottom end, which are held in position by a ring nut, which also acts as a distance piece. Before the bevel pinion can be removed, this nut must be unscrewed from the end of the tube, and then the pinion may be driven out, as with the other types. (5)

Fitting New Bevel Pinion

When fitting a new bevel pinion to any but the latest type of torque tube, first remove the bearings from the old pinion and examine them for wear. If they are found to be in good condition, refit them into the tube; if not, new ones must be fitted. In either case, make sure that the bearings are bedding down properly on to their seatings when fitted into the tube.

Now fit the pinion, carefully driving it into position with a hide hammer - nothing else.

Insert the key into the keyway at the end of the shaft and fit the pinion flange on to the taper, making sure that both the taper on the shaft and that in the flange are perfectly clean before assembly.

Fit the flange nut, tighten it down and lock over the lockwasher.

It will now be found necessary to adjust the pinion for end play in the tube. To do this, tighten down the adjusting nut as far as it will go towards the rear end of the tube, and then bring it back half a turn. This will give the correct amount of end play. Tighten down the locknut and bend over the tangs of the lockwasher.

In the case of the latest type of torque tube, i.e. that with the dual purpose bearings at the rear end, the process is somewhat different.

Transfer the races on to the new pinion, or fit new ones if necessary, and tighten down the nut which fits on to the thread on the pinion shaft. Lock the nut in position with the lockwasher, or in the case of a few of the earliest type, with the setscrew let into one of the faces of the nut.

Now insert the pinion and races into the tube and tighten down the ring nut until it bears tightly on the bottom face of the torque tube end.

In the event of new races being fitted, .001 to .002 of an inch end clearance must be left in the outer race of the bearing. The best way to obtain this clearance is to drop an eight-thousandths shim into the torque tube end before inserting the races. Tighten down the ring nut as far as it will go, and with a set of feelers, test the clearance between the faces of the ring nut and the torque tube end. This should be from .005 to .006 of an inch. (6)

In the event of the clearance being greater than .006, remove the pinion and races and file the requisite amount off the end of the torque tube. If there is less than .005, file the end of the torque tube until the required clearance is obtained. Drive out the pinion when the correct clearance has been arranged and remove the shim, which will no longer be required. Replace the pinion and races without the shim, and tighten down the ring nut. This will leave .0015 to .002 of an inch end float in the outer race of the bearing. Replace the key in the keyway and fit the flange, as with the other types.

Assembling the Differential and Side Tubes

The method of assembling the first two types of torque tube to the axle case centre, are dealt with in Vol. 3. of the Journal, on page 3 and the method of fitting the latest type is similar to that for the original type, except that more force is required to ensure that the face of the pinion is firmly against the end of the gauge, owing to the fact that the ball race on the end of the pinion shaft is a fairly tight fit in the extension on the axle case centre. (7)

Assembling the Side Tubes

When the torque tube has been fitted to the axle case centre the offside tube is fitted on. Care must be taken, at this juncture, to see that the relative positions of the side tube and axle case centre are such that the drain plug will come at the bottom when the axle is fitted into the car.

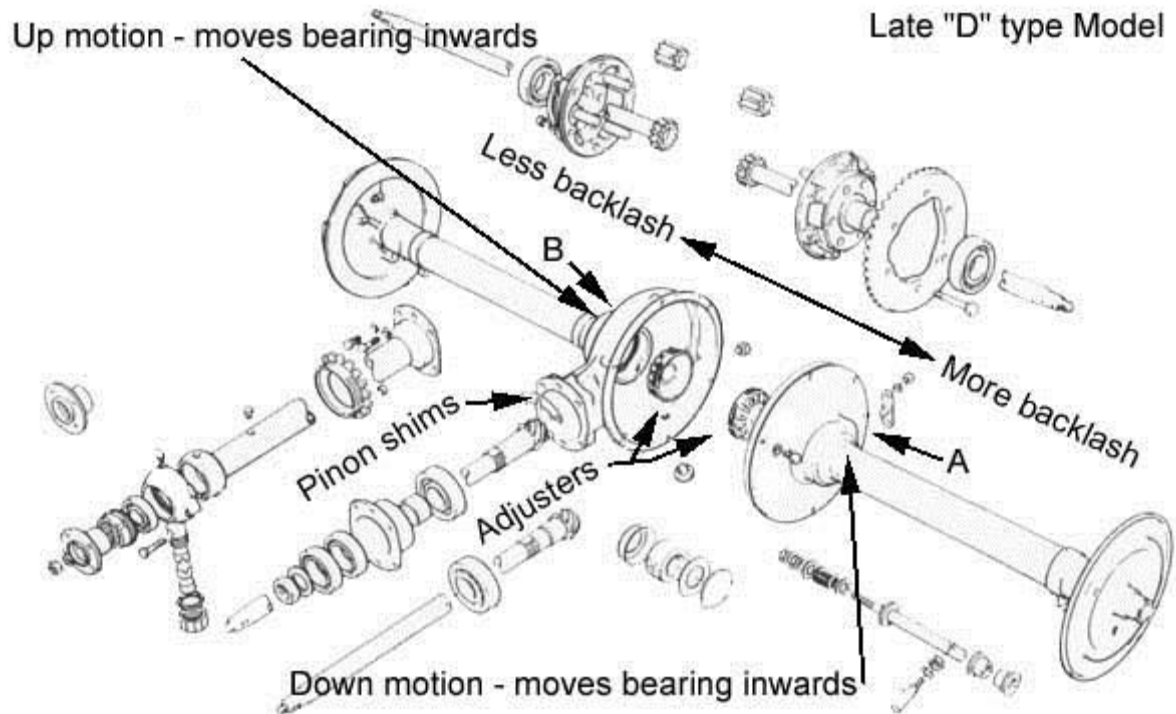
Drop in the differential assembly, and, in the case of the original type, adjust the crown wheel and pinion for backlash, by means of the shims previously mentioned, on each side of the differential. This must be done before fitting the nearside tube. The backlash should be approximately .004 of an inch. (8)

Now fit the nearside tube and bolt it down. The backlash adjustment in the case of axles fitted to chassis from No. 84,000 onwards, may now be made by means of the castellated adjusting rings, access to which is gained through the small covered aperture in each tube. The backlash is .004 of an inch, as with the original type.

Austin Seven Differential Adjustments - Late Model

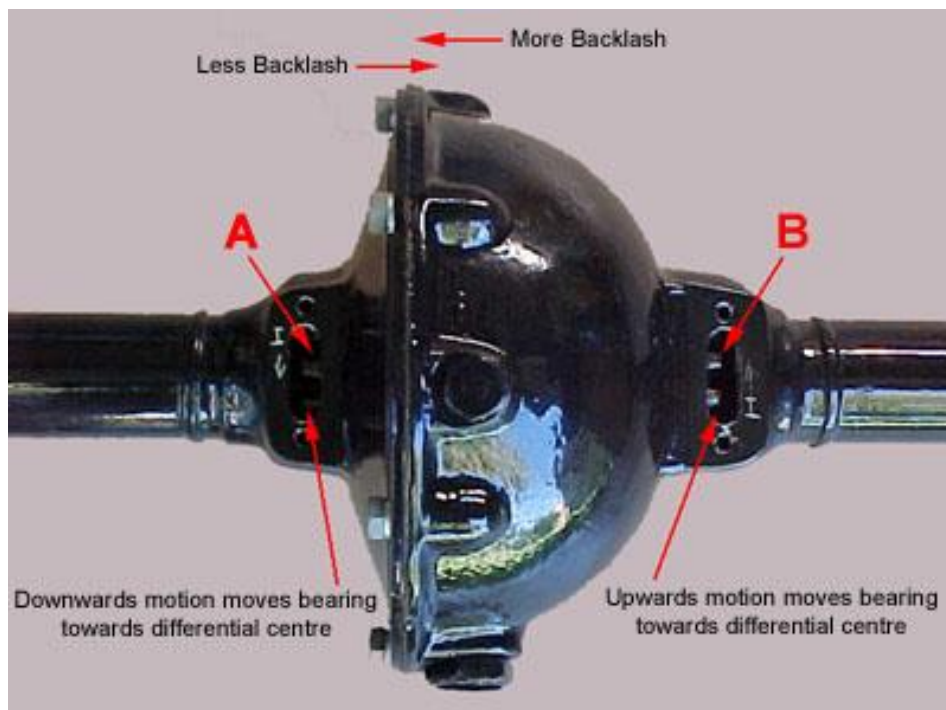
with acknowledgement from: austinsevenfriends.com |

The following assumes all components and bearing, including the differential centre bushes are in a serviceable condition. It is taken largely from the Bill Williams book Austin Seven Specials.



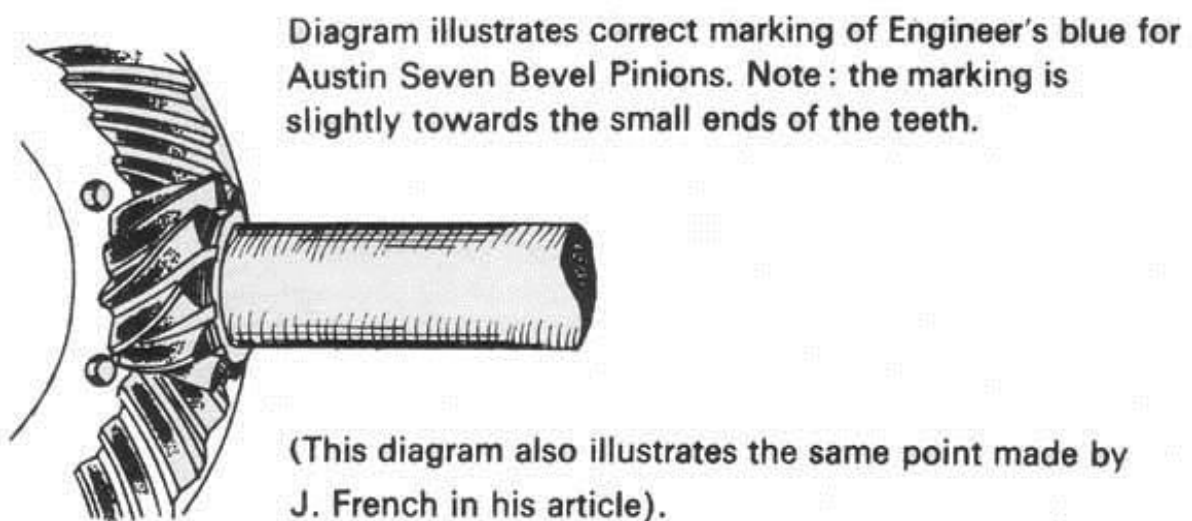
The Process

Since the drag from the oil seals will upset final adjustment of the pinion and crown wheel, the rear hubs should not be refitted to the axle shafts until later.



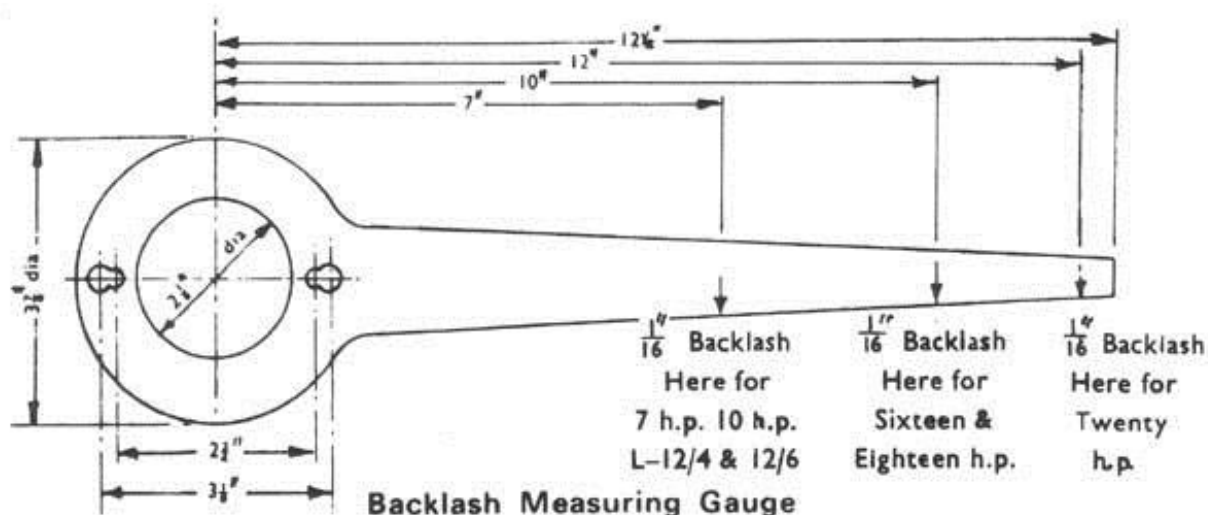
Adjustment of the crown wheel and pinion is carried out as follows:

Fit the torque tube and pinion using the original shim or in the case of an unknown crown and pinion configuration, start by not using a shim. If using shims they **MUST** be a suitable metal shim and NOT paper. Now bring the crown wheel up to the pinion as follows. The nearside serrated adjusting ring (marked A above), should be levered round by pulling the serrations downwards, until it bears tightly against the inner bearing. The pinion should then be checked by slowly rotating the drive flange. Continue moving the crown in until the pinion is obviously too tight, the adjuster ring should be taken back about two serrations. The offside adjuster (marked B above) must now be tightened by levering upwards in a similar manner in order to move the crown back away from the pinion. The effect of this process is to move the crown wheel assembly back and forth in relation to the pinion as shown above. Once a suitable position is found, the crown and pinion mating can be checked using standard methods such as blueing etc. it is recommended to have the pinion adjusted as to run slightly towards the small end of the pinion gear (see figure below). If further pinion adjusting is required, back the crown assembly away from the pinion using the adjusters as described above. Remove the torque tube and pinion and repeat the process using shims until you are happy with the pinion position.



As shown on page 159 of the Austin Seven Companion

The final backlash (free play) can now be set-up. The pinion should now be turned with a rocking action, since there is usually one place in one revolution which feels tighter. This particular point is where final adjustment should be made, otherwise the clearance will diminish as the axle heats up under load, causing excessive wear of the crown wheel and pinion. This clearance should be a minimum of .005" at its tightest point. To obtain this clearance as accurately as possible, make up a simple test rig as shown below.

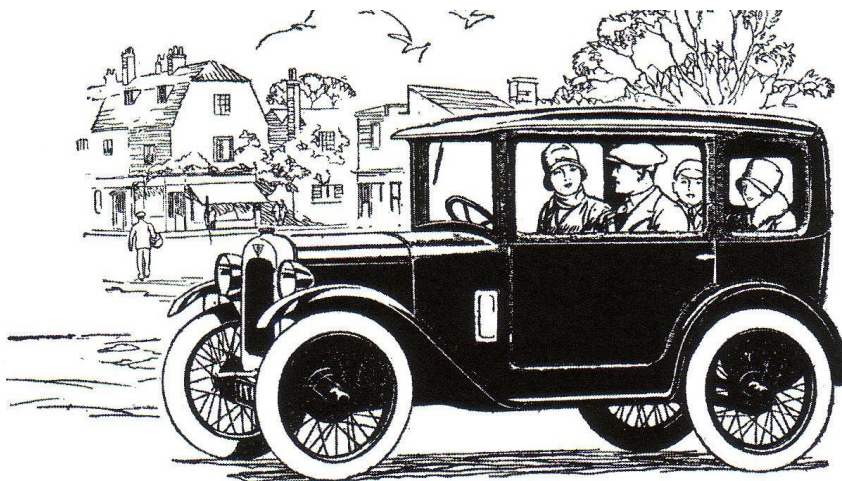


As shown on page 159 of the Austin Seven Companion

A total movement of $\frac{1}{16}$ " will represent a .005" backlash on the crown wheel and pinion gears. It is essential that this adjustment be made with the teeth clean and dry. It is also important to make sure it is only the crown and pinion free play you are measuring. This is best checked by putting a suitable object up the diff drain hole and ensuring the crown is "locked" or held well this measurement is made. After the final adjustments, the adjusting rings should be hand tight. In no circumstances should they be hammered tight, or the bearing will overheat under load. It will be noticed that the locating peg in the adjusting ring locking plate is offset. This is so that the plate may be reversed in order to mate with the position of the serrations. If the locking plates will not fit flush with the axle casings, they may have to be moved slightly, but they must never be loose. The rear hubs may now be refitted. Several factory tools were made for setting up Austin Seven differentials. Other sections on this site cover related differential topics. Also please read the excellent comments by Ian Moorcraft and others in the Discussion Forum on this topic.

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Did someone call out for Ian? - perhaps it was Colin Grove!