



Club Events

Club Night – 8th Aug

Walking rally – Hartley Witney @ 8pm - see details below

Mid week run – 17th August -see details below

Club Night – 12th Sept

Guest Speaker

Club Night – 10th Oct

Club Night – 14th Nov

Club Xmas lunch – 11th Dec

Sand Martins Golf Club

Other Events – 2022 (Please check before going)

Blackbush Car Meet – last Sunday of each month

The British Motor Show, Farnborough 18th -21st Aug

Swallowfield show – 28th, 29th Aug, Swallowfield park, Church road. (contact Trevor M)
<https://www.swallowfieldshow.co.uk/>

Vintage Show, Rural Life Centre, Tilford 3rd – 4th Sept

Beaulieu Auto jumble - 10th & 11th September

West Green House, Hartley Witney – 18th Sept.

Walking Rally – 8th Aug

Starting location is St John's church, Hartley Wintney, RG27 8ED. Suggested parking is in front of the church in Green Lane, above the common, immediately before the church; plenty of parking should be available.

A pen or pencil will be required, a clipboard or similar may prove useful.

We aim to start no later than 8pm, and the challenge should take about 1 hour, after which we can return to the New Inn for results.

So that we have an idea of numbers, please email Peter Kenrick (thekenricks@btinternet.com) if you are coming.

Mid Week Run – Wednesday 17th Aug

Alan P has planned a run starting from Forest Lodge Garden Centre (Just the other side of Farnham) to Hayling Island. We did this run in 2019 so a revisit is due. Further details to follow

July events

July was a busy month with numerous classic car events around the country, some of which our members attended -: The Austin Seven Club pre war centenary rally at Beaulieu, the auto jumble & car show at Brooklands, the Thames traditional boat Festival at Henley plus events at local villages such as Dogmersfield and Sands near Farnham. Also not forgetting the Austin 7 centenary at Moreton-in-Marsh, Gloucestershire, the largest gathering of Sevens anyone has ever seen at any time in history. There were A7s of every conceivable type & model on-show – including road going saloons, open tourers, racing cars galore and a host of different Specials.



Within the club we held the 'Coveted Car' evening on the 11th July and approximately 20 cars were paraded outside the New Inn. Voting by the members resulted in the following awards:

Best Austin 7 – Chummy owned by Don B

Best Austin (non A7) – joint tie, owners Trevor Edwards and Geoff Scrutton
Best non Austin – Riley owned by Andy Seager



A mid week run was held on July 13th. We started at Andwell Brewery (where beer is produced) with a run along some of Hampshire's lesser used lanes to The White Horse Inn also known as The Pub with No Name (the finish as that is where beer is consumed) 24.4 miles. We lost two due to one getting lost and one suffering with brakes jamming on. Nine cars comprising 7 proper and two modern. The meals at the Inn had been pre selected and the service was quick and efficient. John and Pauline took the Morris with dodgy brakes home and then joined us for lunch. A great day out with good weather and excellent company.



The start from Andwell brewery

1933 Austin 10/4 Carburettor Conversion

Zenith 26VA Carburettor to 1 ¼" H2 SU Carburettor

For several years now I have considered carrying out this modification, I have some spare 1 ¼" HS2 SU carburettors and some spare, but very rusty, Austin 10/4 inlet/exhaust manifolds. So with

some time to spare a couple of weeks ago I had a go. This modification has transformed the drivability of the vehicle. The engine appears to run smother and revs easier. There is more torque at lower engine speeds, resulting in easier hill climbs, what was always 2nd gear at 15 mph, it is now 3rd or even 4th at 30 mph. Also the top speed has increased. So, a worthwhile experiment. This modification does not alter the original car in any way and can be reversed very easily.



Original Zenith 26VA



1 1/4" HS2 SU

Items required:

- 1 1/4" HS2 SU Carburettor + Pancake Filter, 1 off.
- Austin 10/4 Side Draught Inlet/Exhaust Manifold, 1 off.
- 3/8" UNF x 1 3/8" Set Screws, 2 off.
- 3/8" UNF x 1/4" Short Nuts, x 2 off
- 3/8" Plain Washer x 2 off
- M6 x 35mm Countersunk Socket Screw, 2 off.
- Morris Minor Choke Cable Assembly, 1 off.
- Mild Steel Flat Bar, 70mm x 12mm x 150mm, 1 off.
- Mild Steel Flat Bar, 40mm x 12mm x 70mm, 1 off.
- Modified copper fuel pipe, 1 off.
- Gasket Material, as required.
- Flange Sealant (Loctite MR 5922 or similar)
- Rubber Fuel Hose 1/4" I/D x 2" long + Suitable Hose Clips, x 2 off.

Method:

Inlet/Exhaust Manifold Modifications

Modify the inlet/exhaust manifold by cutting off flush the two 5/16" BSF studs that hold the original carburettor. Drill and tap M6 in the same stud positions, maintaining the correct pitch of 1 7/8". Manufacture the spacer plate from the mild steel flat bar 40mm x 70mm x 12mm, with a central hole of 1" diameter and fixing holes M6 clearance to suit the inlet/exhaust manifold. This spacer plate is required to enable clearance for the central inlet/exhaust fixing stud/nut that secures the inlet/exhaust manifold to the engine block.

Manufacture the carburettor mounting plate from the mild steel flat bar 70mm x 12mm x 85mm. The central hole is machined with a taper of 1" to 1 1/4" to aid gas flow. The carburettor mounting holes are drilled and tapped 3/8" UNF with a pitch to suit the carburettor mounting flange.

Modify one of the 3/8" UNF x 1 3/8" set screws by machining the hexagon head to 1/8", this screw is fitted through the rear of the lower hole in the carburettor mounting plate; it is machined to give clearance to the central manifold stud. The other 3/8" UNF x 1 3/8" set screw is fitted in the same manner to the upper carburettor mounting plate hole.

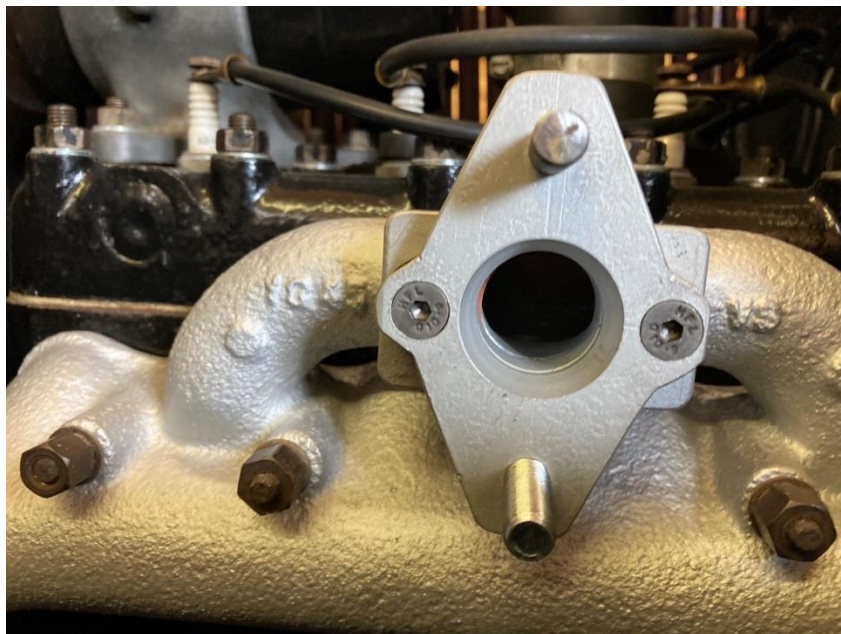
Fit the inlet/exhaust manifold to the engine in the normal manner. Depending on the length of the central manifold stud, the 5/16" BSF brass fixing nut may require machining to a reduced length of 1/4" to maintain clearance.



Carburettor Mounting Plate



Spacer Plate



Carburettor mounting plate and spacer plate fitted in position on inlet/exhaust manifold.

Using locally manufactured gaskets, fit the spacer plate and carburettor mounting plate using the two M6 x 35mm countersunk socket screws,

1 1/4" HS2 SU Carburettor Modifications

Remove the float bowl assembly from the main carburettor body. On the float bowl mounting point (taper) position, using a small file, remove the small square spigot that locates the float bowl at an angle to the main carburettor body. This will allow, on re-assembly for the float bowl to be refitted vertically.



Square Spigot



Zenith carburettor link

Re-assemble carburettor and using a suitable gasket and flange sealant, this is to ensure a gas tight seal over the M6 countersunk screw heads; fit the carburettor to the inlet/exhaust manifold. Secure the carburettor to the inlet/exhaust manifold using two 3/8" UNF x 1/4" short nuts and two plain washers.

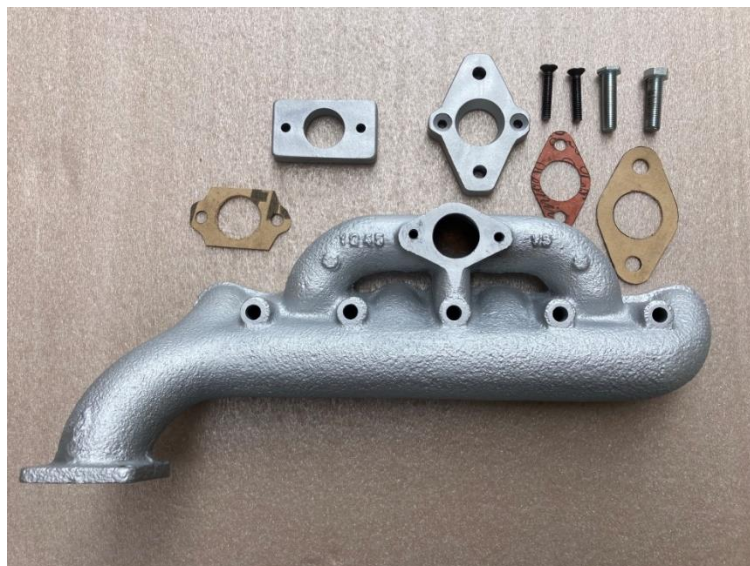
Using the original Zenith carburettor link, connect the SU carburettor throttle linkage to the vehicles throttle pedal link, it may be necessary to adjust the length of the Zenith carburettor link.

Due to the original Austin choke outer cable being too short, remove the choke cable assembly including the bulkhead fitting and fit the Morris Minor choke cable assembly in its place. Removing the bulkhead fitting will allow the Morris Minor outer cable to pass through to the engine compartment. The outer cable is then retained on the SU carburettor body. It may also be necessary to shorten the Morris Minor choke inner and outer cable by approximately 6", this depends on how the Morris Minor choke cable assembly is routed within the vehicle.

Fit the modified fuel pipe to the fuel pump and using the Rubber Fuel Hose 1/4" I/D x 2" and the two hose clips, connect to the SU carburettor. Ensure the fuel pipe is routed away from exhaust pipe. (Original fuel pipe can be modified and bent to shape or a new one can be manufactured from 1/4" O/D copper pipe and a suitable fuel pump fitting)

Ensure that the small vacuum take off point on the SU carburettor is blocked off. This vacuum point is for the Morris Minor distributor vacuum advance/retard pipe so is not required on an Austin 10/4.

Prime the fuel pump to pump fuel to the carburettor and check for fuel leaks, if all OK, start the vehicle engine and adjust the carburettor tick-over and fuel mixture. When engine is running satisfactorily fit the pancake air filter.



Inlet/Exhaust Manifold Items (showing local produced gaskets)

This is quite a simple modification and the only piece of specialised equipment needed is a metalworking lathe to machine the central bores of the carburettor mounting plate and the spacer plate. A small pedestal drill will also ensure the accuracy of all the drilled holes. All the other tools are what most of us have in our workshops, drills, taps, dies etc. However, several sharp hacksaw blades and a few decent files will come in useful as there is a fair bit of hacksawing of the 12mm flat bar. Gaskets are easily made from any suitable gasket material (old Cornflake boxes !) with a Stanley knife and a ballpeen hammer.

A RANSON

Stay safe
NHAEG Committee