

Austin 7 special. Constructed from 1935-6 Austin Seven "Ruby" chassis, engine and components. The general style is of a typical English, mid 1930's light sports car, more particularly in the style of the 3 Austin Sevens built for the 1935 Le Mans 24 hour race. (page 421 Austin Seven Source book)

Engine stage 1.

Reground cam and followers (Kelford Camtech), double springs
 '37 headground to cleanup, descaled.
 crank-ground & crack tested, new mains - drilled for pressure feed
 rods balanced, new big ends.
 all moving parts stat. and dynamic. balanced
 twin 1 1/8" SU carbs. with Robson economiser on Monaro manifold
 oversized oil pump.
 lightened flywheel,
 block 28 Sept.1936, hot tank clean, planed, bored, ported & polished
 SU Petrol pump
 Sump cast aluminium, large capacity sports

Brakes:

Morris Minor Hydraulic, Front twin leading MM shoes,
 Rear One leading one trailing, Austin 7 Shoes. Austin 7 handbrake lever &
 mechanism, cables to rear wheels

Tyres:

Rear and spare, 525 x 16 Dunlop w/ tubes
 Front, 450/475 x 16 Firestone w/ tubes

Gearbox:

'35 Ruby 4 speed Synchro.
 rebuilt to close ratio. (melbourne 1999)
 First: was 4.36:1 now 3.44:1
 Second: was 2.64:1 now 2.07:1
 Third: was 1.66:1 now 1.34:1
 Fourth: was/now 1:1
 Remote change by Al.Cadwell (Melbourne)

Propellor shaft BP161

'35 Ruby, New Hardy Spicer joints K5 - LGB80R

Chassis:

Ruby Aug-Oct 1936, No 252 733.
 Side and cross members boxed with 16 g Galv. stitch weld.
 Brake cross tube & bearings removed, centre member removed, body brackets
 removed, rear extensions removed.

Springs: leaves removed and springs reset flatter

Shock absorbers

front: two original friction lever type mounted at end of axle
 rear: telescopic

Body frame

19mm sq, RHS. Tig welded

Firewall

18g Al

Skin

22g Al

Petrol Tank:

1935 Ruby (BE 218)

