

The Moffat Special

Notes for the purchaser. EOH141.

The Austin needs running in to settle the engine and systems.

The instrument panel includes oil pressure which when at running temperature is normally 3 to 5 psi, when hot it can register almost zero as they all do, worry if the oil pressure climbs, expect a blocked jet, do not ignore. On starting from cold it will reach 10 to 15psi. In addition there is an Ammeter, a Temperature gauge electronic, Petrol Gauge, Speedometer mechanical, Tacho, electronic which needs attention. It is new but during the lock down Smiths have been unavailable for assistance, it is erratic. Flasher repeater indicators, Fan override switch, Foot well light switch, Choke pull, Starter Pull, Power take off, Ignition light. Below the dash panel the ignition and light switch.

The indicators operate from the steering column and are self cancelling. Horn at wheel centre.

Headlight hand operated dip switch is under the dash to the right side wall at the front of the driver's door,

The windscreen does not fold down on this body. It was built for an unknown different model and was fitted in the 1980's.

Door catches are operated by pull wires.

Bonnet. If there is a need to remove the bonnet you must remove the two screws holding down the rear of the bonnet hinge then lift and draw the bonnet rearwards. If the Cowl steady channel needs removal, Slacken the screws each side of the front hinge plate, remove the rear nut bolt and spacer and withdraw the channel rearwards toward the screen. Re assemble in reverse order.

It is recommended that the new owner joins an Austin Seven club for support.

The spare wheel is situated in the locker behind the two seats.

The electrics are converted to 12 volt. The battery will be found in the rear locker situated under a removable cover below the carpet lining close behind the passenger seat. The battery and the systems are protected by a cut out switch located on the panel between and behind the two seats. It is recommended that the removable key be carried with you when leaving the car unattended.

Access to the petrol tank sender is under a removable cover cut in the floor under the carpet in the rear locker and until a quantity of fuel is added to the tank it is unknown if the sender is functioning correctly the wiring is tested and is correct.

The ignition key is a simple flat blade as standard supply in 1938 on many Sevens. Two keys are supplied for the fuel tank filler cap.

The cooling fan is 12 volt and thermostat controlled also fitted is a fan override switch.

The radiator is new and is linked to an expansion tank which must also be kept part filled with water to allow it to function correctly.

The wiring details are provided with the car.

The Gearbox is rebuilt, so it is likely it will have a notchy feel until the selector springs soften over time. To select reverse gear press firmly downward on the gear lever knob when in the neutral position, move the lever sideways towards you and then move the lever backwards to engage reverse. The gearbox is 4 speed plus reverse. Operated in a standard H pattern function with first gear left and forward.

The brakes are hydraulic, new and will need time to settle. The Linings have not been used up to now.

Steering geometry will need checking after 100 miles or so. The toe in should be no more than 5 degrees.

The rear lamps have 3 bulb holders within for rear, stop and turn functions.

Recommended is an oil change at 1000 miles. Classic 30 grade Engine and gearbox, Rear axle 140 grade gear oil.

A hood frame is provided and a brow bar with the windscreen. A suggested design is provided with the car. If a hood is to be made, it should be stowed similarly to the Austin Nippy (see pictures supplied) rolled over the frame behind the seats. See the illustrations also provided as help.

The Hood Frame is fitted behind the passenger seats with thumb screws. To mount, remove the screws and draw the frame toward you the upwards from the floor vents for the stowed frame which is deliberately in 2 pieces by design. Safely stow the knurled knobs then, next, enter the frame legs into the sockets fitted on the rear bulkhead. The hood maker will produce textile straps to position the forward folding bar and support straps rearward to the hood mountings chosen at the rear of the body. See the example pictures of my Austin 7 Cambridge special hood frame supplied in the brochure with the car. Try to look closely at an Austin Nippy to see how it works.

The green car shown was my Type 65 Nippy so I know the system works well and avoids stowage problems.

There is a wooden bracing bar within the rear locker to support the bodywork. This could be used by the trimmer to mount the fixings unless he has a different idea.

Enjoy your new special and all the fun and pleasure that Austin Sevens provide.

The colour is Off White with colour match number shown on the invoice for the paint which is supplied with other documents also supplied with the car.

