

Fan belt Pulleys Frank Sibly & Eddie Loader

My 1927 Chummy was running well, but I wanted to improve it! The starting handle keeps slipping off the starting dog when attempting to hand-crank it. Guided by the HA7C technical advisor, I took out the starting dog. The dog was re-profiled, and at the same time the engine was found to be slightly angled away from the centre line, so this was corrected by loosening the 4 bolts holding the engine to the chassis, and gently levering it with a length of wood. The bolts were tightened up, but I found that the front offside bolt had been loose all along, being very inaccessible, although the car had functioned fine with just 3 bolts holding the engine to the chassis. I started up the engine, but it gave a mysterious noise. After looking at it for a while, I could see that the fanbelt was climbing over the front lip of the bottom pulley. In fact the old fanbelt was frayed on this side, and inspection of the pulleys (which are soft aluminium in the Chummy) showed that the front lips of both top and bottom pulleys were worn.



Left: Bottom fanbelt pulley, with its front to the left. The front lip is very worn and narrow, and the groove is flat instead of being crowned. The original shape of the pulley groove was convex, as this is a drum-style pulley. A flat belt climbs up to the top of the crown, and this design helps keep it centred (I can't explain why this happens!). From 1936 A7 pulleys were made from steel, as by then it had been found that the aluminium ones wore too quickly

To get the bottom pulley off requires jacking the engine up to clear

the front chassis member.

Engine jacked up from chassis, so that lower fanbelt pulley (blue arrow) can be pulled off forwards, clearing the front of the chassis (red arrow).

Austin Reproduction parts austinrepro.com can supply a new starting dog, and both pulleys, for £137.



