

Austin Seven Tools

When first introduced in 1922, the Austin Seven was very well equipped with a quite comprehensive tool kit, especially for a small car. It must be remembered that in the 20's vehicle maintenance was much more in the hands of the owner. Safe and satisfactory day to day operation of your motor car relied on regular and complete checking of all facets of operation with minor repairs where necessary.

The tool kit was originally supplied and stored under the driver's seat in a sturdy fabric tool wrap **BT23** which held the spanners and other small tools, with another parcel containing larger tools and parts under the rear seat, including a Brace for detachable wheels, Tyre levers, Tyre pump, Lifting jack with handle, a Grease gun and a spare Cylinder head gasket **BC 29**. There was a copy of the 'HANDBOOK of The Austin Seven' **BT28** together with 'The Austin Seven List of SPARE PARTS', plus a large green and red 'Garage Chart' 406e giving full lubrication details, neatly folded in an Austin envelope. Around 1937 this Garage Chart was replaced by a smaller red and black CASTROL LUBRICATION CHART 1330d supplied to Austin by C C WAKEFIELD AND Co and still folded in an Austin envelope 2ith Castrol advertising. From 1927 in the UK, booklets also included a current 'Price List of SPARE PARTS' and a 'SCHEDULE of CHARGES for REPAIRS'.



The 'Austin Seven List of SPARE PARTS' describes tool number **BT 31** as 'Spanner for dynamo casing nut and cylinder nut'. In earlier editions of the 'HANDBOOK of the Austin Seven' the TOOLS SUPPLIED list included a 'Spanner for dynamo casing nut'. In 1927 this became 'Special spanner for removing barrel nut at front of monobloc' but not in the list of SPARE PARTS. In 1928 the TOOLS SUPPLIED WITH THE CAR list the description changed to 'Spanner for monobloc nuts'. It was finally deleted in 1936.

Generally the Austin Seven tools were all very well made and supplied by outside manufacturers. The following list gives details of the tools supplied from 1922 to 1938 together with some information on the various manufacturers.

The back of each 'HANDBOOK of the Austin Seven' details the tools included with that particular model. The associated booklet 'The Austin Seven List of SPARE PARTS' gives illustrations with part numbers for all these various tools.

Grease guns-

BT 14 'Enots' flexible grease gun (alternatively Jeavons).

BT 15 Special 'Enots' grease connection with nipple for rear universal joint.

BT 30 Grease gun, Autoram type.

BT 33 Adaptor and grease nipple for front and rear hub greaser.

BT 37 Grease gun, auto ram type, including **BT 38** Adaptor

BT41 Grease gun Auto-Lub type with -

BT42 Ejector. Renumbered **2H656/2H657**

Grease Gun Manufacturers-

Benton and Stone provided the brass (later steel) 'Enots' Grease Gun (Enots is of course Stone backwards) manufactured by Benton and Stone Lubricants, Aston, Birmingham, later Benton and Stone Ltd. Bracebridge St. Birmingham.



An alternative Grease Gun was provided by 'Jeavons' Ramsdens lubricators, manufactured by Ramsdens (Halifax) Ltd. 3 Station Works, Halifax.

16 THE LIGHT CAR AND CYCLECAR OCTOBER 26, 1923

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SPRING GAITER

*Oil Reservoir
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RAMSDENS (HALIFAX) LTD. (INCORPORATED), Station Works, HALIFAX.

Branch Office and Service Dept.:
LONDON: Messrs. Morrison & Howard, 32-34, Leas Street.
MANCHESTER: Great Ancoats Street.
GLASGOW: Geo. W. Smith, 19, West Regent Street.

BT21 Lifting jack, with handle. (including the shaft).

BT44/2H1577 Lifting jack with **BT45/2H1583/4/5** Jack handle and shaft.

Jack Manufacturers-

‘Shelley’ 7in. tall bottle jack with a jack handle and shaft of ½in. square bar with an eye to take the wooden or steel handle for turning. The jack is marked ‘Shelley’ and ‘7 Bantam’. Manufactured by R.T. Shelley Ltd. of Aston Brook St. Birmingham.

‘Midas’ 7in. tall bottle jack with a jack handle and shaft of ½” square bar with an eye to take the wooden or steel handle for turning. The jack is marked ‘Midas Junior 7’. Manufactured by Lake and Elliott Ltd. Albion Works, Braintree Essex.



Shelley Jack (alternatively saddle top)

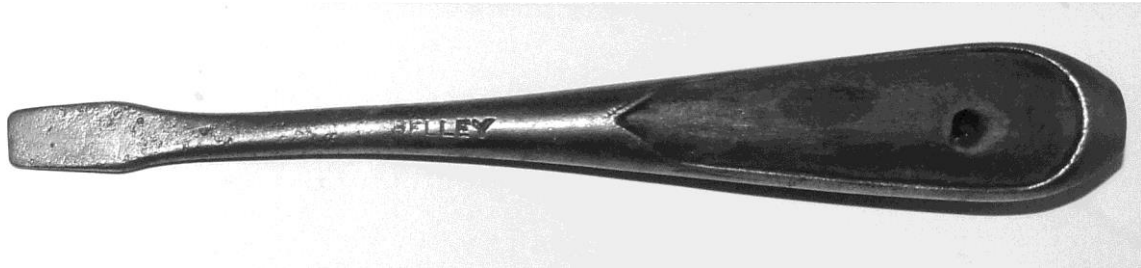
Midas Jack with saddle top

The Jack was originally stored under the driver's seat with the handle on the rear floor or under the rear seat.

BT24 Hub Extractor with **BT 29** Screw. Probably made by Austin Longbridge.

BT13 Screwdriver.

'Shelley', a smoothly shaped wooden insert handled Perfect pattern steel screwdriver, 6in. (possibly 7 1/2in.) long, stamped 'Shelley' on the shaft. Manufactured by R.T. Shelley of Birmingham.



BT22 Adjustable spanner 4in.

Abingdon 'King Dick' adjustable spanner. Usually marked ABINGDON one side, Trade Mark with bulldog head logo over King Dick opposite with sometimes steel stamped on the jaws and Rd No 76550 on the body. Later spanners had King Dick on the slide. Manufactured by 'AKD' Tools of Tyseley Birmingham.



BT4 1/4 in. and 5/16 in. box spanner. Not marked.

BT5 5/8 in. and 3/4 in. box spanner. Not marked.

BT6 Sparking-plug box spanner (18mm plug, 1" A/F). Stamped 'Austin'.

BT32 (short) 3/16 in. and 1/4 in. box spanner. Not marked.

BT32/2H541 (long) 3/16 in. and 1/4 in. box spanner. Stamped Austin.

BT40/2H540 5/16 in. and 3/8 in. box spanner. Sometimes stamped Austin.

2H1829 Sparking-plug box spanner 1936 (14mm plug 13/16in. A/F). Not marked

Box spanner sizes are BSW to B.S 190 where BSF nuts/heads were one size smaller. They were made from steel tube with formed hexagon ends and cross holes. The 18mm Sparking-plug spanner **BT6** is stamped Austin, **BT32** and **BT40** sometimes stamped Austin. Possibly supplied by Accles and Pollock.



BT7/2H86 Tommy bar.


This bar was supplied with the Sparking Plug box spanners **BT6** and **2H1829**. Made from 5/16in. dia. rod, 6 1/2in. long with a mushroom head. After Tommy Atkins, the name from 1700's for a British soldier- Tommy, diminutive of Thomas meaning twin and Atkins meaning 'little son of red earth', the soldiers in their red tunics. In WWI soldiers used a Tommy bar to unscrew the fuse cover on their Mills Bomb hand grenades. Possibly made by the Box Spanner supplier or Longbridge.

BT16/2H79 Wheel brace.

Early style with stepped nut socket possibly unmarked, later a plain nut socket and marked on the cranked bar No 408957 with Rg.No771998 on the other side, both with wooden handle and no handle on the crank. Later **2H2066**, a longer brace reverting to stepped nut socket and with metal handle with three knurled bands. Possibly made by R.T. Shelley of Aston Brook St. Birmingham.

BT17 Valve lifter & **BT 18** valve lifter screw.

The valve lifters are marked 2H92 with  (A in a triangle) on the upright

spine, either front or back and 2H93  on the screw. Some later tools are painted black. One found in a wrapping by Woodhurst Equipments, H Woodhurst, Kingsbury Green London, marked W.T. 129. (Armstrong Bros. Tool Co. Chicago also used this 'A' logo)



Valve Lifter

BT19 Tyre lever.

Cars with beaded edge tyres were supplied with a pair of 8in. tyre levers having an offset curved end, stamped DUNLOP followed by MADE IN ENGLAND .

BT35 Tyre lever.

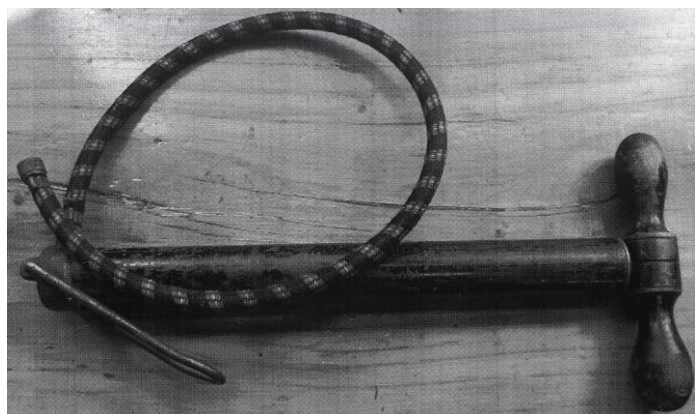
Cars fitted with wired edge balloon tyres were supplied with a 9in. long x 1in. wide tyre lever curved up at one or both ends stamped DUNLOP in ½in. letters with a smaller MADE IN ENGLAND either before or underneath. Strangely the 'List of SPARE PARTS' from 1926 on shows only one Tyre Lever- two are always needed. Supplied by Dunlop Rubber Co. Ltd. Fort Dunlop, Erdington Birmingham.

BT20 Tyre pump.

The original pump was most likely manufactured by R.T. Shelley of Aston Brook St. Birmingham with a 'barrel' shaped handle, alternatively a lower cost version with rounded end handle was later provided by an unknown maker.



Shelley Tyre pump



Alternative Tyre pump

BT8 Carburetor jet key

Zenith updraught- 1 ¾in. long with ¼in square socket and 2in fixed tommy bar.

BT9 Magneto spanner

Small spanner 0.2in. jaw and screwdriver end with feeler gauge 14 thou.

BT10 Sparking plug and tappet clearance gauge.

Side plate 1 3/4in. long by 5/16in. wide, 3/64in. thick with curved end and an indent to open, two feeler gauges 1 1/4in. long, the tappet parallel, spark plug tapered, held by a brass headed rivet with a small washer. No markings.

BT39 Contact breaker spanner.

Small double ended spanner with open and closed ends, closed end angled up, and feeler gauge attached.

BT46/2H 1697 Ignition gauge and screwdriver.

Ignition setting tool, overall 2 1/8in. with 1in. splayed top stamped 'Lucas' and 1/8in. screwdriver blade opposite end, with 12 thou feeler gauge riveted on. Made by Joseph Lucas Ltd. Birmingham.

BT11 Hub cap and steering column socket spanner (also used to unscrew torque tube chassis ball joint cap).

Made from 3/32in. plate, 8in. long with 'C' spanner one end, 1 1/2in. octagonal hole opposite end. Stamped from plate, possibly by Austin Longbridge.

BT12 Tappet adjustment spanner, single ended flat plate spanner. Stamped from plate, possibly by Austin Longbridge.



Tappet spanner

BT1 7/16in. and 1/2in. double open ended spanner
Nominal jaw sizes 0.820in. to 0.920in.

BT2 5/16in. and 3/8in. double open ended spanner
Nominal jaw sizes 0.600in. to 0.710in.

BT3 3/16in. and 1/4in. double open ended spanner
Nominal jaw sizes 0.445in. to 0.525in.

Spanner sizes shown are BSW to B.S. 190 1924, where BSF nuts/heads were one size smaller for each diameter. During WWII this was changed and BSW nuts/heads were reduced to BSF size, becoming B.S. 1083 1965. Spanner jaw sizes are oversize to varying degrees depending on manufacture- details of spanners checked are available showing the variations. These double open ended spanners are interesting, all forged with the underlined 'Austin' logo and stamped with BSW jaw sizes.

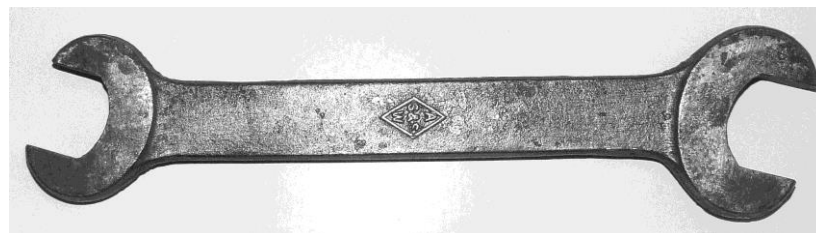
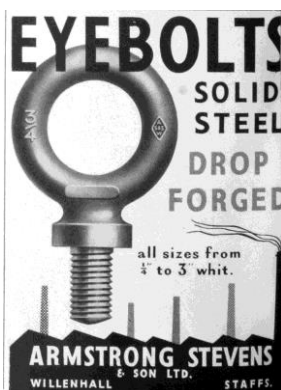
A similar small double open ended spanner, 1/8in. and 3/16in., always with the

Austin logo, was not included as part of the Austin Seven toolkit, often added by later owners. This small spanner often has the jaw offset opposite to the toolkit spanners and usually has no makers mark.

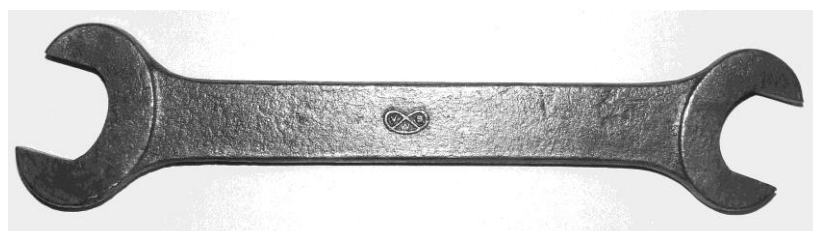
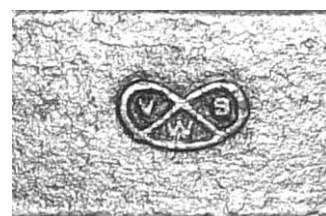
A number of spanners have been checked showing primarily two manufacturers names marked on the back with others having i or I without serif and 1, some unmarked. The underlined Austin logo varies slightly with the manufacturer, either a thick or thin underline. As noted the actual jaw sizes are wider the nominal size by up to 10 thousandths of an inch.

Spanner Manufacturers

Marking- A over S & S over W in a diamond. Armstrong Stevens & Son
Willenhall, Staffordshire. (West Midlands)



Marking- V B W in a Staffordshire knot. Vaughn Brothers
Eagle Works Willenhall, Staffordshire. (West Midlands)



A marking also reputed to have been seen on an Audstin spanner- 'JFA' in an oval, with no further information to date.

BT 27 Spanner for Thrust Adjusting Nuts.

For the torque tube top flange and rear wheel bearing nut. Supplied as a pair. Stamped from plate – possibly by Austin Longbridge. Open ended to suit hexagonal nut with jaw size 1 11/16in.

BT 31 Spanner for Dynamo Casing and Cylinder Nut.

Single ended 3/32" thick plate, 3 1/2" long by 1/2" thick shaft, closed round end with 5/16in. BSF hexagonal hole. Stamped from plate – possibly by Austin Longbridge.

BT34 Trade Mark Mask

There are two types of Trade Mark Mask, a plain oval type and a larger one with Austin's full address stamped on it, including Longbridge, Northfields. Both to fit over the German silver Austin wings on the black enamelled cowls when polishing.

BT36 Combination pliers.

6 1/2in. long, usually stamped Shelley, manufactured by R.T. Shelley Ltd. of Aston Brook St. Birmingham

BT23 Tool Wrap.

From various articles on Austin Seven tools it appears there were a number of different Tool Wraps supplied over the years. Four different designs have been seen and some could have been made from upholstery offcuts. The earlier ones are in various colours and one at least has moquette cloth inner to hold the tools, the later type is made with black leathercloth. Some of these wraps have a pocket with a press stud to hold the tappet/plug gauge, Lucas coil ignition screwdriver and points gap gauge.



The earlier toolkits include a separate small leather tool wrap for the Zenith Jet Key, Tappet/Plug Gauge and Magneto spanner.

Tool wrap contents

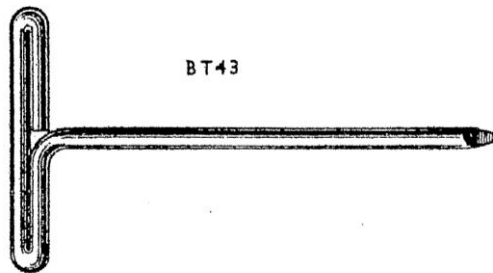
In 1925, Tool wrap BT 23 contained tools BT1, 2, 3, 6, 7, 8, 9, 10, 12, 13, 35, 22 and 32.

In 1929, Tool wrap BT 23 contained tools BT1, 2, 3, 6, 7, 8, 39, 10, 12, 13, 35, 22, 32 and 40.

'The Austin Seven List of SPARE PARTS' 353d (mid 1924) shows on page 55 a pair of Valve cotter tongs **BT 28**. The 'HANDBOOK of The Austin Seven' 352h (1925) list of 'TOOLS and ACCESSORIES Supplied with the Car' includes 'Valve collet tweezers'.

Valve cotter tongs **BT 28** are not shown in 'Austin Seven List of SPARE PARTS' 353e (late 1924).

The December 1934 HANDBOOK 1182A, 'TOOLS and ACCESSORIES Supplied with the Car' list included 2 Radiator hose clips an Extra ignition key.



Unique to the Austin Seven 65 and Nippy Sports was a special valve grinding tool **BT 43** and a valve lifter to suit the larger springs. The valve grinding tool was formed from rod bent to a tee shape head with a square tapered point to fit the valve head recess.