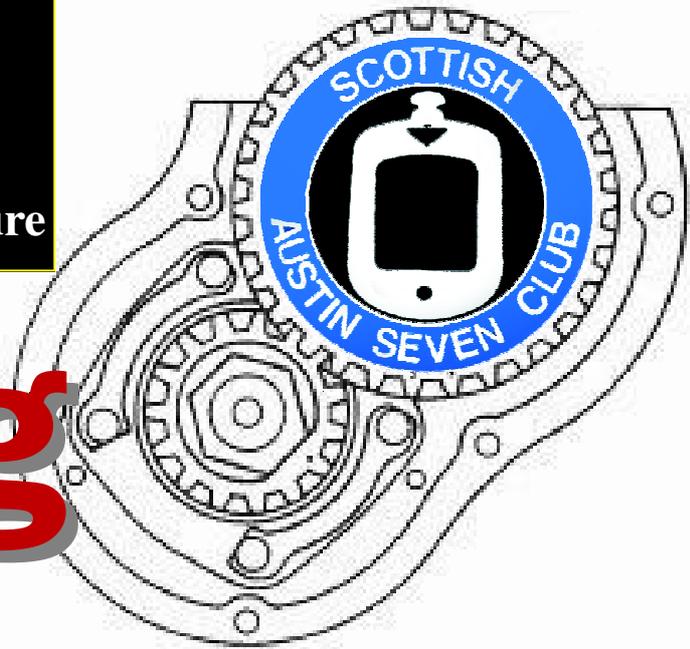


April 2017

Editor this month *Caroline Boswell*

Mighty Motoring in Miniature



Meshing Point

The Magazine of the Scottish Austin Seven Club



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Spares and Service

The Red Cross Directory is now online at www.oldcarservices.co.uk

ScA7C Website:

www.scottishaustinsevenclub.co.uk

The ScA7C is a member of and affiliated to, the Austin Seven Clubs Association and the Federation of British Historic Vehicles Clubs.

Data Protection Act 1998. The information contained in the Membership application form will be recorded electronically for the purposes of mailing the Club newsletter.

In order to keep the Chassis register of surviving cars produced by the Austin Seven Clubs Association up to date, details of your car(s) will be forwarded to them from time to time. Names and addresses will not be included.

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Cover Photo: Cambridge CXM 785 owned by Simon Scott—see page 6.

Contributors to this edition: Clare Young, Gavin Boswell, Chris Lambert, Peter Kendrick, Ruairidh Dunford, Gerry Flockhart, Neil Williams, Dick Warren, Vince Leek, and Fiona Dobie.

Editorial

Hello from your newest recruit to the Editorial Team. I have had an interesting few days arguing with the Club's computer (aka 'the Beast') and trawling through the Editors' in box for articles. A heartfelt 'thank you' to Steve Young for his help in rousing the Beast from slumber and teaching it how to obey my commands. I must also thank Gavin very much for helping me too—not only does he know about the Internet, he also knows what is going on in the Club!

This is indeed a time for new things happening in the Club, with Chris Lambert and Jenn Wallace joining the Committee, five new folk joining the Club and new cars coming in too. At least, I should say "old cars under new management"! I hope everyone enjoys themselves very much generally "fussing" over their cars and going on trips. There are certainly many trips on offer: if you have missed the Easter weekend organised by Charlie there is the St Cyrus weekend coming up (see page 25) and then the Brideswell Revisited outing (page 26) and the Borders Raid (see page 27).

Have you noticed that practically everybody has a nickname for their car: "Mavis", "Monty" and "Biggie", to name just those who feature this issue. It would be such fun to run a series of short pieces about our car's nicknames and how they got them. Please send your offerings to editor@scottishaustinsevenclub.co.uk and we will publish them in due course. In case you are wondering: the Boswell's Box Saloon (plum colour) is called Victoria and our Chummy (yellow) is called Primrose. Not very imaginative, perhaps, but their names suit them!

Here's to a spring and summer of happy motoring!

Caroline



Chairman's Chat

So Spring has sprung and looking at pictures from our interweb correspondents it would seem that the world of the Seven awakes with Shiny Muddy Motors Having Fun. Much mud galumphing in Trials and rather genteel promenading along the coast has been recorded: let us hope that this will continue long into the year.

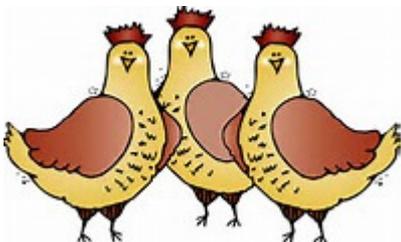
Some correspondents have been, shall we say, more extreme than others. There are those who have scaled great heights in snow storms (with perhaps the tiniest slip) and those who went out to clean the machine and accidentally stripped it down to bare bones: you know who you are.

The rest of us are limbering up for the demands of the year in a more leisurely fashion, yet not so gently that we are unable to face the rigours of the A7C Committee Meeting and consideration of important matters such as the A7CA proposed constitution: watch next MP for the results of these deliberations.

Those of you who have access to the Interweb will have received the new SA7C newsletter that is issued in those months when there is not a Meshing Point. This newsletter made a splendid entrance onto the stage in March and we thank our Glasgow correspondent, Mr R Dunford, for his energy in producing this. (I have seen photographic evidence that it caused him some hair loss). The newsletter is intended as a simple means of communication and will reiterate dates and other important information appearing at other times in MP. Should you wish to receive the newsletter please provide your email address to the Membership Secretary: it will not be mailed in hard copy as the cost is prohibitive.

I am delighted that this month's MP is in the capable hands of our new Editor, Caroline Boswell. Caroline has extensive experience of thankless tasks so we hope that she survives editing the incoherent ramblings of all her contributors. She assures me that she will be even handed and will not impose any special measures in the case of the Membership Secretary. Welcome Caroline!

Please remember that your articles, A7 photos and tales of any weight are very welcome in the Editor's inbox. If you are a devotee of pen and paper feel free to send contributions by post to me and I will get them to the inbox by fair means or foul.



That reminds me, I'm off to commune with the latest addition to Mavis Mansions, our three splendid hens.

Clarelady

Membership Matters

We have had a busy few months since the February MP and I am pleased to welcome to the Club five new members.

Andy Baillie hails from Loanhead, Midlothian. Andy has acquired the lovely little car that was formerly owned by Jack Sturrock, which I am sure some of our members will remember, a 1929 Maroon Fabric RK Saloon. Welcome Andy and we look forward to seeing you at some of the events in the RK.

John and Elaine MacVeigh will be known to some members since Guildtown 2016. John and Elaine are Margaret Sutherland's daughter and son-in-law and they live in Carnoustie and will be using cars from the stable of their late father Wattie and Ali Sutherland.

Bob Gilbert has joined us from Cumbernauld and Bob is at present restoring a 1934 green AH Tourer.

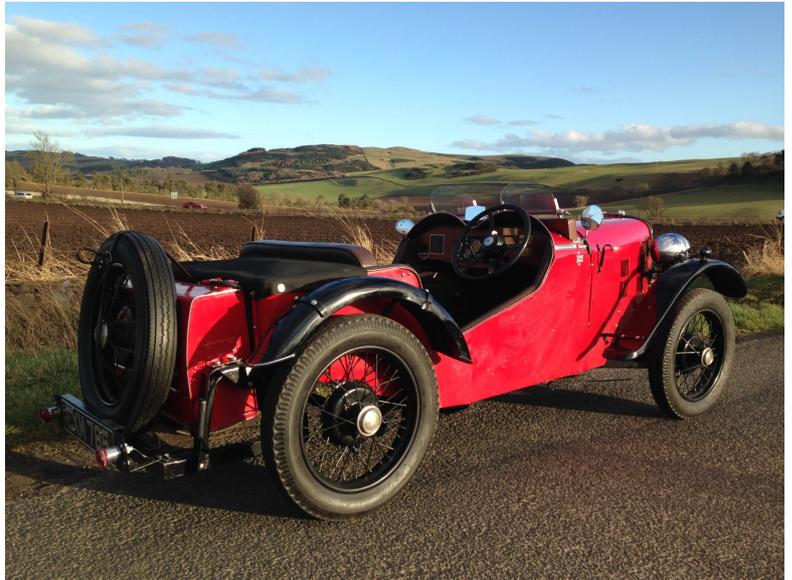
We also welcome Heather Hutchison back to the Club. Heather has kept her late husband's cars; a 1931 blue Box Saloon and the delightful and unusual special, a 1935 Ruby Woodie Estate which Harry created.



Simon Scott joins us from Barry in Angus, and he owns a Cambridge Sports Special which Simon says has been the subject of some derision in the past.

Finished in deep red with black gloss wings and complemented by a deep brown leather trim, the car was first registered on 9th May 1936. The car was then taken to Cambridge engineering of Willsden and Kew Green, London and was converted by L.M. Bill Williams into a Cambridge two seater special. It was registered as being built by Bill Williams and can be verified under its chassis number. Cambridge engineering were recognised as the "experts" in tuning and building Austin Seven Sports Specials.

At the time the car was fitted with a gas flowed engine with high compression head and SU carburettor. On the dashboard of the car is a brass plaque stating: "driven by Sir Herbert Austin reached up to 102 mph, Brooklands, 1937".



A further brass plaque states that the vehicle appeared at Le Mans race circuit in 1938/1939. Some time later the car was taken out of use and spent between 20 and 30 years laid up in Scotland, with Frank McDonald, before Ian Darling did a ground-up restoration in the early 2000s during which extensive work was carried out to the body and the mechanics.

The car was later sold in 2014 and exported to Spain to become part of a large historic car collection in Majorca. Following the demise of the wealthy Spaniard, the collection was broken up and the car was imported back to the UK under its original registration number and is the cover car of this MP edition.

*Reminder - Renewal of Membership Subscriptions
for 2017/18 - Due by 1st April*

At the end of March 2017 (the close of the 2016/17 membership year) we had 189 fully paid memberships. At the time of going to press the membership for 2017/18 sits at 140 members. We have had four members indicate they will not be renewing mainly because they have disposed of their car.

If you are one of the remaining 45 members may I remind you that in February MP you should have received a membership renewal form and if required, a standing order mandate form. Please remember that your membership renewal and payment **IS NOW DUE** (unless done by SO on 1st April) I would be grateful to receive this no later than the 30th April otherwise your name will be removed from the Club membership.

Gavin Boswell - Membership Secretary

New Committee Member



Hello to all SA7 club members. As a new committee member I thought it a good idea to introduce myself. My name is Chris Lambert and together with my wife Geraldine, we have been members of the SA7 club for about 10 years.

My interest in classic cars was first kindled when my father bought a new E Type Jaguar many years ago. Since then I have been in the Triumph TR Register for 28 years. My interest in A7s started when Ruairidh moved into our road and I was intrigued by these really cute cars. He encouraged me to come to Guildtown, and sourced my first A7. I sold this car to John Butler and bought a Chummy. I sold this to Johnnie Johnston, and bought OJ back from Andy Butler after John's sad demise.

As I have now retired and we have moved permanently to our holiday home in Fife, I can hopefully give some time to help run the club. Looking forward to seeing you all at various club events.

Chris

News just in. Congratulations to Chris and Geraldine on the safe arrival of a grandson, Sam, on 20 March 2017, weighing in at a whopping 9 pounds, 11 ounces! A lovely Spring Lamb[ert] - Ed

LED Headlights and why I rejected them

My Big Seven – “Biggie” – is fitted with Wipac headlamp conversions having BPF bases and using twin-filament lamps (6 volt, 30/24 watt – tungsten). They light the road ahead effectively, and the dynamo on the car can maintain a charge (just!) with the engine running and the lights on full beam. Despite this, when I found that a firm in England was supplying LED bulbs on similar bases (and on a whole lot of other bases as well, for those who want



I had taken the precaution of checking, with the supplier, the position of the light source. His answer was that it was “within 2%” of that in a tungsten bulb – which seemed to me accurate enough to match the demands of a reflector equipped with a prefocus base. I bought the new headlamp bulbs, at considerable expense. I fitted them and my initial reaction was positive when I saw the light fall on the garage wall about six feet in front of the lamps. The light appeared bright and white. There was a focused beam in the “dipped” mode, and when I switched to “full” an additional source lit up – and without causing the ammeter to register a discharge. But I had only to get the car on the road, in the dark, to find that this second source produced additional light which was unfocused, and no help to me at all! I could not make out what lay in my path in the further distance. I consequently reverted to my twin-filament (30/24 watt) tungsten bulbs, and intend not to use LED headlamps in the future.

There is a sequel to this story. Two decades ago I discovered tungsten/halogen bulbs, made in Australia, with significantly higher wattages than any I had previously seen. So, having both higher wattages and the greater light inherent in halogen bulbs, they were to me doubly appealing, particularly the ones intended for stop/tail lights as our old cars have so little area of light on display at the rear. Motivated by this, I substituted my 21/6 watt tungsten bulbs with 35/15 watt tungsten halogen bulbs on my 12 volt cars (which in my case includes the Swallow), each of which has the capacity to avoid going to “discharge” despite the continuous extra load for the two tail lights. I have recently checked to find if there is still a source of bulbs like this – and there is – and whether there is availability (with a choice of bases) not only for 12 volt systems but also for 6 volt – and there is. So I intend soon to equip “Biggie” with these brighter bulbs, at the rear.

When I obtained the catalogue from the supplier in Australia (www.classicandvintagebulbs.com) I found the following forthright statement about headlamps: “We have a range of high power LEDs for headlamps but, unlike regular bulbs which have single point sources of light (i.e. filaments) positioned at the focal point, High-Low beam LED bulbs have two points of light – neither of which is exactly at this position. The resultant beam pattern is a softer projection of light but with the advantage of a very low current drain. So it’s a balance [I’d say it’s a choice – PK] between a good projected beam using halogens and normal current drain, and softer less powerful light from LED’s but with significant current savings.” In the catalogue there are very graphic comparison photos showing the driver’s view of a country road at night, lit in one photo by a 12 volt 45/40 watt halogen bulb and in the other by a 12 volt LED bulb, in each case in a 7” bulb type headlamp. If I’d seen these pictures before ordering my LED headlamp bulbs, I’d never have bought them!

The catalogue likewise gives useful advice about the use of LED’s as flashers, though I see no attraction in this, as flashers do not make sustained current demands on a car’s electrical system.

Peter Kendrick

Monty on Tour Part III

Part three – locked in....

Busto had been good to us – the people were friendly and the temperatures high. We made plans to depart early on the Sunday to make the most of the coolness and quiet roads. Ready to leave we found ourselves locked in with nobody about to let us out so, at the point when we could wait no more, we escaped up an embankment, across a football pitch and through a gate that had been wired shut. We were the only occupants of the campsite and the manager's face must have been a picture when he arrived to a locked and empty site!



In Miranda we fuelled up and, on crossing the road, were pulled over swiftly by the Police who informed that my manoeuvre was forbidden – I settled in to receive a fine but, after apologising, was allowed to go on my way.

Our route took us on the back road south of Vitoria and onto Lizarra. I was keen to stay well clear of Pamplona and with the help of my 1:150.000 maps we navigated on very minor roads that took in sleepy villages and small valleys. It was on one of these roads, in 40°C heat and without shade, that we suffered our first problem – a puncture!

The car pulled right and a quick look to the rear showed why. We quickly erected a shelter to protect the girls then Geoff and I set about removing the wheel. I decided to replace the inner tube then and there, conscious that we still had some miles to travel. Forty minutes later the job was complete but we found ourselves totally drenched and exhausted; however, a small river running nearby provided a dunk pool in which to cool down.



Driving along the old service road for the Motorway we soon found ourselves in Lumbier where we spent an enjoyable night, mainly in the restaurant. On retiring we found a small group watching the Cup Final and next morning I asked the French motorcyclist camped next to us if his country had won – he told me that once extra time had been announced the rather grumpy bar owner had informed everyone watching that it was all over and switched the TV off!

We planned to enter and climb the Pyrenees, spend a last night in Spain and then cross into France the following day – things did not quite go that way however...

Ruairidh Dunford



car for sale

I own a British racing green Austin 7 Tourer, 1931. I inherited it from my dad when he died 8 years ago.

I wish to sell it to someone who might have fun driving it. It lives in Edinburgh at the moment and I'd be happy to show to anyone interested.

Louise Thompson

22 York Road Edinburgh EH5 3EH

tel: 0131 552 3400 mobile: 07811 199 049

louise@vergertomson.co.uk

Where do I find those numbers?

As Membership Secretary one of the questions I am often asked is "where do I find the various numbers for my car when completing my car details?" Finding chassis numbers is challenging if they are not in the old buff log book (if your car came with one of these) or on the V5 form from the DVLA. Another number that causes a lot of confusion and interest is the car number, which is not the same as the body number. Chassis and car numbers are sometimes confused in the old buff log books, as some local councils used car numbers as chassis numbers in error.

Aware that our Club has welcomed many new members over the past few years, I make no apology for the following articles gleaned from the A7CA "grey" magazine going back to 1980, 1990 and 1993. I hope these extracts will prove helpful to those who have joined the Club in recent years and jog the memories of those who have been members many years.

A7CA Magazine of 1980D - by Geoff Roe – The A7 Numbers Game

"The A7 numbering system went through three distinct phases and throughout production errors and omissions occur from time to time. Excluding the original prototypes (XL 1, 2 and 3), the Seven chassis numbers reputedly started at No 1 (car no A-1), the 747 c.c. version commencing at chassis 101 (car no A-101). For the first 20,000 frames or so, the car no (i.e. 'Commission' or 'Assembly' no) usually incorporated the chassis number or part of it, as the last three or four" digits, thus, a Chummy (Tourer) assembled in July 1924, on chassis no 2961, because car no A1-2961. The A1-car number series from 101-10100, where as most subsequent series ran from 101-9999, i.e. 9899 numbers per series. Perhaps, someone forgot to change the pre-fix after the ten thousandth A1 vehicle? Prefix A2 followed, e.g. a late '25 Tower, chassis no 14576 is also car no A2-4576. All very neat and tidy, but not all number sets were paired in this way.

After the A3 car number series arrived, the chassis frames were issued in very random order, possibly due to a change in production policy. However, consecutive chassis/car numbers do occasionally crop up. One of the reasons for this situation is that chassis were numbered by hand stamping prior to stone enamelling. These were then stockpiled awaiting the demands of the assembly line. This particularly applied to early production when chassis for all the versions were virtually identical. This system prevailed for the next decade.

Car numbers however, were allotted in strict order of completion to whatever model of Seven emerged, be it saloon, tourer, van, etc. A register by car numbers might be more desirable. Indeed, Austins used the car numbers for spares identification, rather than by chassis. However more chassis information survives, many car numbers having been lost due to special building activities.

Car numbers were also allotted to running chassis supplied to approved coach-building concerned, i.e. Swallow, Mulliner, etc. In some cases the car no plate was riveted onto the rear cross-member, presumably to be re-positioned in a more accessible position after body fitting. For a period, these running chassis had a CH prefix to the car no e.g., CHA -Z . . .

A3 prefix car numbers were followed by A4, A5, through to A9. Next, came prefix B, starting at the end of 1929, then B1, B2, up to B9, finishing in May 1934. The C prefix started on chassis 196274. This series was short-lived probably ending at about 2277.

With the unveiling in August 1934 of the "Ruby" range, Austins revised their vehicle numbering system. Chassis were still issued on mixed order, but car numbers acquired a three letter prefix, denoting the model type. The first letter A (denoting 7 h.p.) preceded two letters referring to body type. These type letters had previously been used as 'internal' references. Thus the last of the so-called 'box' saloons (type RP) was now superseded by the "Ruby" type (A)RQ. Existing models, already in production, though with slight mechanical changes, such as the "Opal" two-seater (body type PD) took the body number reached

at that time. Thus the (A)PD numbers start at around 1700. The type EB, known to the public as the '65' Sports and latterly as the "Nippy" took on the (A)EB prefix at about body number 400. Likewise, that other sports model, type EK (briefly known as the "75" Sports and for a little longer as the "Speedy") had (A)EK prefixes, possibly starting at AEK-8, though more than eight cars had been produced by this time. This is because whilst most bodies were numbered, they were not always used in chronological order. This prevails throughout the Seven's production run.

Yet another change in the system was introduced, coinciding with arrival of the 'New' Ruby in July 1936. From then on the chassis and car numbers were identical and issued in strict numerical order - presumably someone at Longbridge had found out how to achieve this after so long! The car numbers continued to use the existing three letter prefix denoting body type.

Up to mid '27, car numbers were stamped on a circular zinc plate with a rectangular plate beneath stating "Always Quote This Number". From, about car no A~4,000, the oblong alloy plates were used, initially fixed on the right hand door pillar; later on these were moved to the scuttle. Some cars with non-factory bodies had different car no prefixes. Chassis frames were numbered from the start of production up to about August 1934 by hand stamped figures approximately $\frac{7}{16}$ " high on the left-hand side member, initially by the front engine mounting, changing sometime in 1926 to a position adjacent to the rear mounting. After August 1934, a pre-numbered alloy plate was rivetted on the right hand side-member, mid-way between the engine mountings.

Most people know that Austin's prefixed engine numbers with M (for motor?) that engine numbers can be several hundred ahead of the accompanying chassis. This could be for several reasons. Units supplied for non-road use, i.e. boat, fire-pump, generating sets and so on; replacement engines sold as spares. Additionally, it was not unknown for engines to be changed several times before leaving the factory. A number of A7 engines exist with strange prefixes or numbers. These are likely to be units built up by engine reconditioning firms, using unnumbered crankcases bought as new spares and now bearing the firms job number. Occasionally, un-numbered cases turn up, including 3-bearing pressure crank units. Also don't forget, Austin's produced a further batch of engines for the newly-founded Reliant Company, after the last Seven had left Longbridge.

If your chassis has no number, it could be a replacement used after accident repairs.

A word about body numbers. Austin built bodies were normally given a production number (yes - there are a few exceptions). The number should be clearly hand stamped in $\frac{1}{2}$ " high figures on top of the transmission tunnel in front of the torque tube/propshaft joint inspection plate, or at the front end of the tunnel. On cars with the additional floor cover even the gearbox, the number is hidden under this cover and is adjacent to the two captive nuts on the tunnel. Some models i.e. RN or RP saloons, had the body type prefix also included. It's worth looking for these numbers, particularly if your vehicle is near the start or end of its production run. Only as more data is collected, collated and recorded can the full story of Austin Seven production emerge."

A7CA Magazine of 1993D – by Bill Sheehan - Yet More on the Numbers Game

Stamped Chassis Numbers

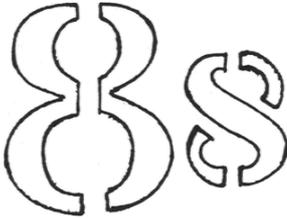
There seems to have been one period around 1929 when the chassis were not stamped, only stencilled. Is this general or only peculiar to Australia? Also, chassis 156417 (July '32) was definitely not stamped anywhere, just the stencilled number on the front face of the offside end of the rear cross-member. Was this usual for this period or merely a one-off omission?

If you can't locate the stamped number in the place nominated in previous articles in The Assoc. Mag., look elsewhere before giving up. Chassis 65761 (July '28) had its number stamped on top of the nearside rail, next to the chassis nose — which is normal. But chassis 65804 (probably produced the same day) had no number there and it was finally located on top of the offside rail, between the crankcase feet. Perhaps only an aberration by an employee having a bad day, but confusion many years on!

Australian readers are probably aware already that rarely do the numbers stamped into the body tunnel

have any relationship with the chassis upon which they sit, but don't ask me to explain why! Another note for them is that on Pramhoods, if below the chassis and engine numbers stamped on the rear face of the rear cross-member there is a "B" but no number, rest assured that the car was imported without a body. There was also a period here when the stamping or engraving of the car number on the door pillar-mounted disc was obviously left to the Australian dealer. I know of a few owners who thought their Sevens were 1924 but all turned out to be 1927 because of the confusing numbering system.

Stencilled Numbers



I've seen several chassis where the numbers have been stencilled in more than one place — e.g. 14683 was painted on to both front and rear of the cross-member, so look around before sandblasting your chassis. And I don't recall anyone mentioning that there were different sizes and styles of stencilled numbers — unless again this is peculiar to Down Under. Chassis 14683 (and other Pramhoods of which I'm aware) had stencilled figures $1\frac{7}{8}$ " high by $1\frac{3}{8}$ " wide, whereas 89065 (1929) had figures $1\frac{1}{8}$ " high by $\frac{7}{8}$ " wide. An example of the different styles is shown. It seems the more we know about the Austin Seven, the more there is to discover.

A7CA Magazine of 1990A – by Phil Baildon - Always Quote This Number

"The service plate was screwed to the early cars, below a numbered zinc disc, up to about A4-4000. April 1927 (Fig. 1). It continued next as two plates vertically near the petrol tap on the bulkhead, then the two plates moved to the inclined lip on the nearside scuttle (Fig 2). Sometimes these have been painted over or deliberately transposed to re-register a fraudulently acquired number or car, or simply to re-assemble a road-going vehicle from two or three basic elements. From 1983 up to now, we have had to bow and scrape to DVLC to re-license genuine dormant cars, so to help fully identify and date your vehicle, try scraping away and looking for:



SERVICE PLATES Fig. 1

Fig. 2

Chassis No.

At first, this was stamped on the nearside rail, forward of (he front engine mounting; then sometime in the late '20s the works moved the numbering along this rail to behind the rear mounting. Finally, a plate was attached by rivets to the offside rail below the starter (Figs. 3, 4 & 5).

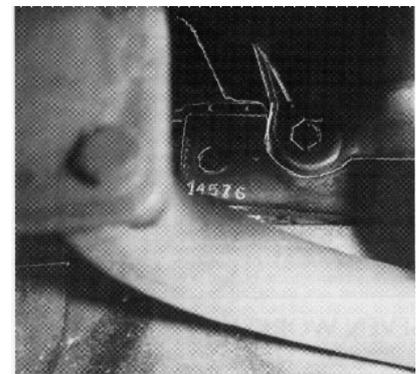
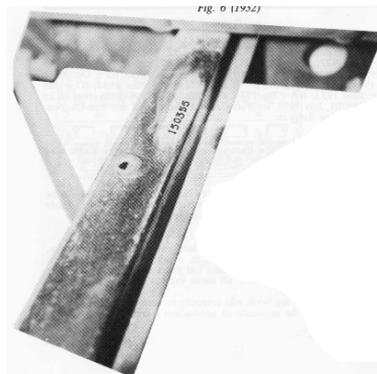
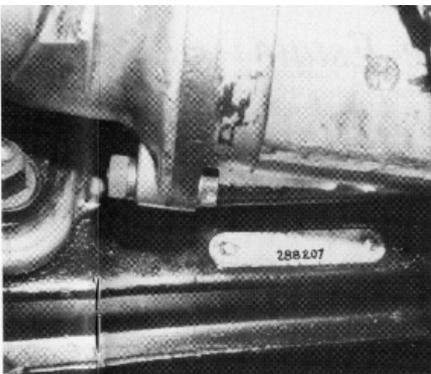


Fig 3

Fig 4

Fig 5

Engine No.

Always easily found. Stamped into the crankcase at the front nearside (to read conveniently with the early chassis) and later duplicated near the rear offside oil pipe union. Always prefixed M (for Motor) except possibly on marine or stationary adaptations (Figs 6 & 7).

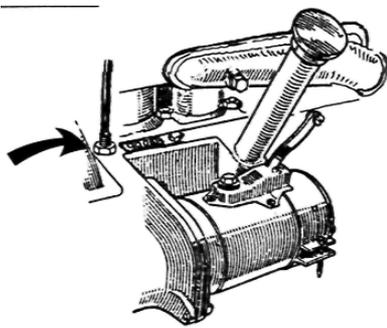


Fig 6

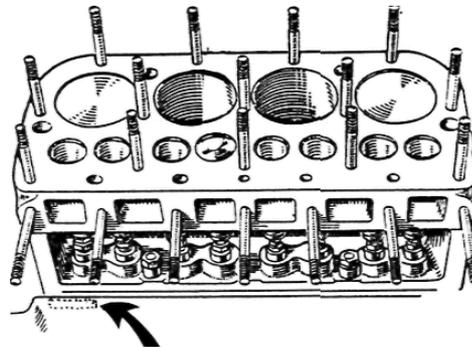


Fig 7

Body No.

Always stamped on the top of the prop shaft tunnel between the front seats. As saloons and other bodies progressed after early tourers, a simple alphabetical prefix was added. Basically, tourers were A ... Coupes were B . . . , Sports were E . . . 2-seaters were P . . . , saloons were R . . . ; but with at least 50 derivatives.

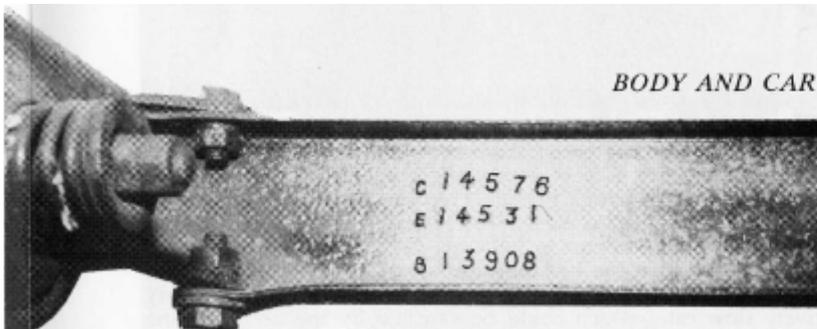


Fig 8

At first, the chassis rear cross member carried all three chassis, engine and body numbers stamped into the nearside web facing rearwards (Fig 8). Very occasionally, a number has been found stencilled on the offside, e.g. Ch. No. 107577 of April 1930. but this number was apparently discontinued. This was a Works ledger number by which the factory or garage could identify all assembled cars after engines had been fitted, tested and passed. Some cars had replacement

engines in the Works. One saloon of 1929. was recorded to have had five engines in it before leaving the Works. "Heritage" records survive for just four sequences of cars:

- March-June 1929 A8 series Ch. 77535-87433
- June-Dec 1929 A9 series Ch. 87434-97332
- April-Oct 1930 B1 series Ch. 107228-117126
- Jan-June 1931 B3 series Ch. 127026-136924

The approximate date sequence is:-

A1 — 1922; A2 — May 1925; A3 — May 1926; A4 - Feb 1927; A5 - Get 1927; A6 - April 1928; A7 - Dec 1928; A8 - Feb 1929; A9 - July 1929;

B - Oct 1929; B1 - April 1930; B2 - Oct 1930; B3 -Jan 1931; B4 -July 1931; B5 - Jan 1932; B6 -June 1932; B7 - Jan 1933; B8 - June 1933; B9 - Jan 1934;

C - June 1934; ARQ etc jewel series July 1934 at 249701, July 1936, separate Car Nos. dropped in line with Ch. Nos. at introduction of New Ruby etc.

Rear Axle

All axles had their exact date, a foundry number and a ratio, but rust may have eroded these (Figs 10 & 11) see overleaf.

Electrical

Many starters and dynamos are month dated but of course are likely to be exchange units. One item that rarely failed was the cut-out/fuse box. Early ones had the bases stamped, then the smaller upper cover.

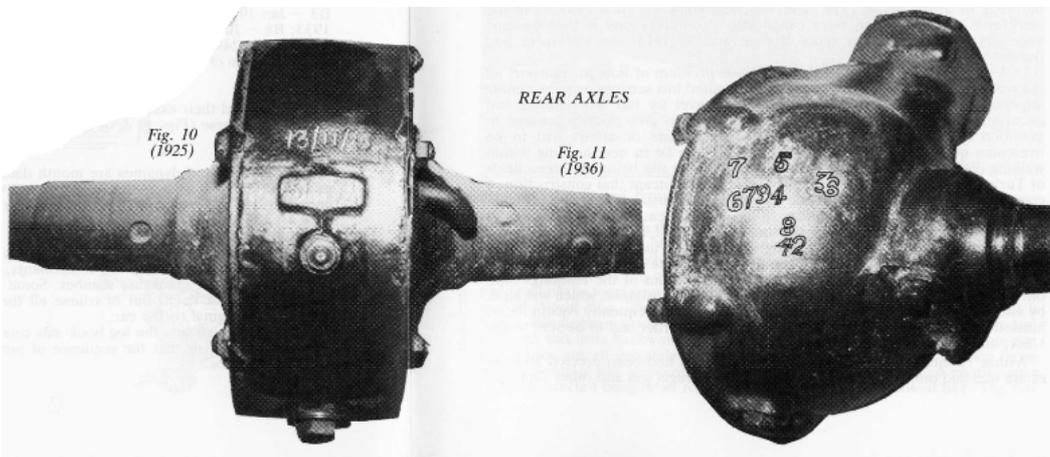


Fig 10

Fig 11

Various

Cylinder heads and blocks sometimes had raised dates cast at the foundry, and on early engines all moving components, ie. crank, rods, flywheel, block etc. were given the crankcase number. Some old pistons and gearboxes were also numbered or dated but of course all these various components are not necessarily original to the car.

Finally, never assume the log book was correctly or completely filled out by the council clerk; or that the sequence of production matched the registered number sequence."

Happy hunting!

Gavin Boswell

Trailer for sale

Engineer built trailer for A7.
 Solid bed 5 ft wide 10 ft long over all length is 12 ft 3in.
 2 spare wheels, new hitch and new LED lights.

£500.

Dai West, Ardrishaig Argyll
 can deliver to Glasgow or Liverpool
 Tel 01546606364.
 mobile no.07547399651





The Online

Archive

Welcome to the Austin Seven Clubs' Association Archive Updates, this newsletter is intended to notify you of major changes to the Archive Project.

First batch of Archive digitisation Completed



The first batch of digitisation of the Archive has been completed by Hampshire Archive and Record office and has been collected by appropriate forms of transport. This has now uploaded to the new 'Austin Seven Online Archive' website which has gone live this week at: <http://archive.a7ca.org>

Archive Open Day

The Archive opened its doors to the public on Sunday 14th August. A steady stream of visitors enjoyed, amongst other things, the trophy collection, handbooks, Index cards and many technical drawings held at Lubenham.

A second room contained the Stanley Edge Collection where visitors could view his Drawing Board, T Square and his notes. We had a pleasing number of visitors, many of whom stayed all day. It is hoped to repeat the day in Spring 2017 - keep an eye out for more information soon.

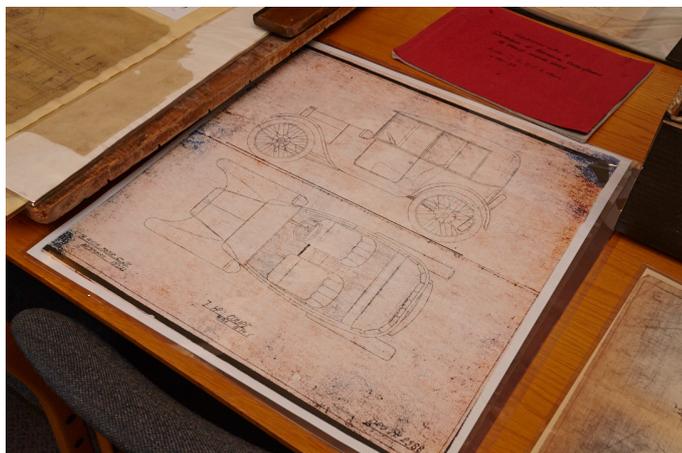


New additions to the Archive

We have had some exciting new donations made to the Archive, keep an eye out for full updates on this in the next Association Magazine.

What's next?

A couple of notable strands of work are being undertaken at the moment. Firstly, a series of original paint samples are being researched to identify modern formulations of paint mixes. This is a joint project in collaboration with the Austin 10 Drivers' Club .



Continuing with our digitisation project, our collection of Show Brochures will be with Hampshire County Council, after which they will commence digitisation for upload to our on-line Archive by the end of November.

Wanted

A 'Digital Archivist'. In the first instance, someone is required to maintain the Excel catalogue of our digitised archive materials. This isn't a difficult task but does require a person with an eye for detail and a knowledge of Excel.

If you think you can help, please get in touch using archiveproject@a7ca.org



Second batch of Archive digitisation completed

Brochures

The second batch of digitisation of the Archive (show and advertising brochures) has been completed by Hampshire Archive and Record office and has been collected by appropriate forms of transport. This has now uploaded to the new 'Austin Seven Online Archive'

Phil Baidon (A7CA Archivist) writes: "*The Show brochures at first with "Motor for the Million" publication no 306 were quite plain affairs within a slightly coloured drawing on the brown cover and the range in 1923 may just have got a mention as "from stock colours". It took Mr Nicholson with his 1926/7 first edition excellent red pocket books to state "the usual finish is Kingfisher Blue"*

By the late 1920s/early 1930s colours were an art world dream, literally, as colour printing allowed them to show some of the colours but they ended up too bright with orange tourers and lilac saloons as seen in 1931 pub 776. The art dept. was let loose just before Christmas 1936 in pub 1472 with the nude ladies and “palpitating pistons” text that was very soon withdrawn and in December 1472a was censored on the Nippy page. Towards the end in 1938/39 the brochures really went cheap with just orange and black “colours” and very limited information.



There are a number of ancillary booklets, leaflets and posters. An odd one in today's terms would be the 1938 commentary for the film short “Here's to Power” as sound equipment may not have been in every dealer's budget. These 10 min films were intended for dealers to entice customers in. They just fitted a single reel camera so were easy to run. The best long film made was “This Progress” which compiled a few of the shorts with a new linking overview of Sir Herbert leafing through an album at his office desk and has a rare section with his own voice then early film of a prototype being driven through a woodland path, which may have been the grounds of Lickey Grange.”

Paint Cards

The Association has been lucky to have been loaned original, period paint cards produced by the ‘Belco’ paint company who provided paints specifically for the Austin Motor Company. The cards cover all Austin models from 7 to 20hp and come complete with details of lining colours and ‘reveals’. It is interesting to note that the number of cards in the 1936 set is 32 whereas the 1939 set has shrunk to 8. An earlier set that is known of (dated 1932) is rumoured to have 65 cards in it, so the colour ranges clearly diminish over the years.



The Archive Project would be interested to hear of any other resources that people have that would enhance the information that we already hold.

Oral Histories

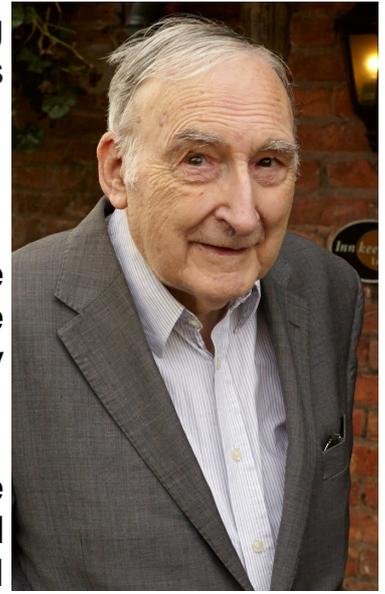
The Archive Project has commenced curating a collection of Audio visual resources which we will hopefully build up over time and as resources come available. An area that we are very keen to explore, is that of 'Oral Histories' and we were delighted to start this collection off late last year when Nick Turley travelled south to record a very special interview with with Bob Wyatt, Association President and author of the original book on the Austin 7, 'Austin Seven – the Motor for the Millions'.

We plan to add to these Oral histories over the coming months and have videos that we are looking at adding as well.

New additions to the Archive

We have had some exciting new donations made to the Archive recently including the lifetime collection of Mike Stewart, an early London Owners Member, containing many publications that he had amassed since the early 1950s.

We continue to receive offers of assistance from all over the world with two very exciting ones from New Zealand and Australia just recently. These particular loans/donations will go some way towards filling the gaps in our Handbook/Parts List and Brochures collections.



Bob Wyatt—Austin Historian and A7Ca President

Please do contact us if you feel you have something we put up onto the site.

Welcome to our newest team member

Fenella Leigh joins the team from the Cambridge Austin Seven and Vintage Car Club.

Her expertise in cataloguing will bring some invaluable skills to the team as we continue to build our database of artefacts. Fenella has worked in IT as a Business Analyst, has spent time as a Proof Reader and has also worked in the Archives of Jesus College, Cambridge, all of which gives her an excellent background for the role. Fenella has also had long involvement in the Austin 7 world plus other vintage car arenas, so will have an understanding of the materials we are working with.

Fenella's first role was to go through the catalogue we already have in place, adding to it entries for the Paint Cards, recently photographed by Nick Turley, the Bob Wyatt interviews, plus the Brochure images from Hampshire County Council. It is clear that Fenella has already made a significant contribution to the work of the project and we welcome her.

Box Saloon for sale

Due to loss of garage premises, I am selling my blue 1934 Austin 7 Box Saloon.

- ◇ Some new parts fitted on this project state car
- ◇ new interior upholstery and external paintwork
- ◇ engine runs
- ◇ some other mechanical work required to get road running



New V5 documents but no buff log book.

Price £5250.00 or nearest cash offer

Contact Derek Culbert on 0131 654 0668 (car in Dalkeith, near Edinburgh)



Cognitive Cogfursion

A7 Twin gearbox applications - pointless?



Ever since first manufactured Austin 7 engines and gearboxes have been used to power all sorts of things other than cars; trains, not only on rails but pulling promenade trains at holiday resorts, boats, motorbikes, pump and generator sets, saw mills, lawn mowers and even aeroplanes; I'm sure members will be able to identify many other applications they've come across.

The A7CA magazine (1980C) had an article about a tractor based on Austin parts and utilizing two three speed gearboxes mounted in line with the output of the forward gearbox going into the input of the rear gearbox. If you search for images on the internet you'll find a whole bunch of others, some obviously one-off specials built by individuals but the similarity of build on others suggests a more organised production run. Does anybody know if these were factory assembled Austin models? There's mention of an Austin tractor factory at Liancourt in France in the 1990C A7CA magazine but I suspect that was for larger examples. Possibly they were manufactured by an independent agricultural engineering works using Austin components in a similar way to some of the special-bodied A7 chassis like Arrow, Swallow, GE and all the rest? The question I've always asked has been how many gears such a contraption would actually have and what the resulting ratios would be, so to pass the time during an idle moment, I started thinking about it.

Twin gearbox configurations are fairly common. World War 2 Jeeps had a normal three-speed gearbox bolted onto the back of the engine onto which was bolted the transfer case in which you could select a high or low ratio with a second gear lever and two or four wheel drive with a third. A two-speed back axle is a similar concept providing a high and low ratio for the normal gearbox. It's not a new idea either, an early example is the Ruckstell rear axle manufactured for fitting to Ford model Ts. Overdrive units fitted to classic sports cars were just an epicyclical gearbox fitted between the normal gearbox and the back axle providing a higher or overdrive top gear and sometimes a gear higher than 3rd but lower than 4th.

In the A7CA magazine article the owner says that the tractor had 9 forward gears and 6 reverse. I reckon that the two gear levers would have 16 different position combinations, however, some of these combinations would give identical final ratios so the actual number of unique gear ratios that would be available is only 7 forward and 3 reverse but just to confirm this I did some number crunching to prove the point.

To avoid confusion (see I do know how to spell it) later on let us say that the gearbox bolted directly onto the engine is “gearbox A” and the one at the rear nearest the back axle is “gearbox B”.

With gearbox A left in third gear which, being a direct 1:1 ratio effectively doesn't do anything, then by selecting first, second, third or reverse gear on the other box will give just the same ratios as any normal single gearbox application. It doesn't matter which box you leave in top, either way round gives the same result.



It's only when you select 1st, 2nd or reverse on gearbox A and leave it in one of these positions while using all the gears on the second box that things start to happen.

Selecting 2nd on gearbox A will provide two further alternative forward gears by selecting 1st or 2nd on gearbox B. Selecting 1st on the gearbox A will then only provide one more additional forward gear when selecting 1st on box B.

By putting both gearboxes into reverse you'd actually end up with a forward gear, it's like a double negative with the first box reversing the direction of rotation which the second box then reverses again to end up with the lowest forward gear. If the tractor was fitted with a standard 4.9:1 rear axle this gear position would give an overall reduction ratio of 92:1, to put this into some sort of context at an engine speed of 3000 RPM with 3.50 x 19 wheels and tyres you'd only be travelling at 2.55 MPH.

If you put one of the gearboxes into reverse and leave it there, again it doesn't matter which one, either way round gives the same result, and then use 1st, 2nd and 3rd on the other gearbox you'd have a selection of three reverse speeds 1st and 2nd providing a lower reverse ratio than normal but 3rd would give a reverse gear ratio the same as the standard gearbox.

Gearboxes are effectively torque multipliers, therefore, I'm not sure the normal 1/2 shaft keys or half shafts designed to cope with a single box application would have been man enough to reliably cope with approximately 6 times the normal first gear torque.

But back to my original question, how useful would such an arrangement be? The table below lists all the different gear combinations and theoretical MPH at an engine speed of 3000 RPM using a 4.9:1 rear axle. The MPH figure is based on a 19 inch wheel fitted with 3.50 x 19 tyres only so that you can relate it to your own car; the actual tractors seem to have used various wheels and tyres sizes including solid cast iron as well as pneumatic tyres.

	G/box A gear selection	G/box B gear selection	Overall ratio with 4.9 rear axle	MPH @ 3000 RPM with 3.50 x 19 tyre	
Forward speeds					
1	Rev	Rev	92 : 1	2.55	
2	1	1	51.75 : 1	4.52	
3	2	1	29.98 : 1	8.08	
4	2	2	16.23 : 1	14.43	
5	3	1	15.93 : 1	14.70	Standard 1st gear
6	3	2	8.92 : 1	26.26	Standard 2nd gear
7	3	3	4.9 : 1	47.79	Standard 3rd gear
Reverse speeds					
R1	Rev	1	68.96 : 1	3.40	
R2	Rev	2	38.62 : 1	6.06	
R3	Rev	3	21.22 : 1	11.04	Standard rev gear

Looking at the table above, forward gears 4 and 5 are almost identical so the arrangement actually only gives three additional lower forward gears and two lower reverse gears over the single standard 3 speed gearbox.

Other arrangements of twin A7 gearboxes are possible. You could have 11 forward and 4 reverse speeds if you fitted two four speed gearboxes of the same type or 13 forward and 7 reverse speeds with a four speed gearbox matched up with a three speed. If however you're looking for the combination giving the most gears, fit a 4 speed synchromesh gearbox with a 4 speed crash box which will give you the choice of 17 forward and 8 reverse speeds!

Possibly practicable if you've got a small holding or a big allotment but I'm not totally convinced. One word of warning if you're tempted, if you fit your differential the wrong way round you could end up with 17 reverse gears and 8 forward, now that *would* be absolutely pointless.

Gerry Flockhart

St Cyrus Weekend

Friday 28th April—Monday 1st May

Just a reminder: the venue is Miltonhaven Caravan Park which sits right on the coast between St Cyrus and Johnshaven. The campsite has reserved our usual space right on the front, by the sea and we will have use of their heated clubroom for evening get-togethers. This year the beach path has been extended from the campground offering us easy use of the beach for driftwood fires and maybe a sing-song!

Prices remain at £15 per night per unit. This includes electric hook up if desired. Book directly with the campsite and say you are with the Scottish Austin Seven club to ensure you get the discounted rate and get to camp with us. You can book by phone or email, details below, no payment will be taken at the time of booking.

There is also a small two-bedroom self-catering cottage on site that may be of interest to those members who would prefer not to camp – phone the campsite for details.

We have arranged with Club member Dave Pullar to visit his home (Usan Village). This, now deserted fishing village has a tower, school house, bothy and ice house. Dave will welcome us to the fascinating place for a picnic lunch (BYO) and we can either eat on the beach or in his barn if the weather proves poor! He still has a collection of accordions and other interesting "things" – a trip not to missed!

Could you please call or email to let me know you are coming so we know how many to expect.

See you there!
Ruairidh and Tanya Dunford

Dunford1@aol.com
0141942803
Miltonhaven Seaside Caravan Park
St Cyrus
By Montrose
DD10 0DL
01674 850413
miltonhaven@btconnect.com
www.miltonhaven.co.uk



Brideswell Revisited

19th-21st May

Location: Brideswell, Milton of Cushnie, Near Alford, Aberdeenshire, AB33 8LD



This rally is a relaxed and very social event based on Brideswell Farm situated in the foothills of the Grampians, 30 miles west of Aberdeen between the rivers Don and Dee. The routes will vary between rolling farmland, steeper open hills and along rivers.

Brideswell is a working sheep farm and although there will be many young lambs about we have a camping field available for tents and campervans with a portaloo and limited electric hookup for emergencies near my house and garden. The camping field will be open from Friday. I have a list of suitable accommodation in the area for the non campers, all of which are between 5 and 8 miles from the farm. Just phone or email Anneke for the list.

Friday evening, after you have set up camp and had your meal there is 'Open House' at the farmhouse for a welcome glass of wine (byo to follow) and a chance to socialise and make merry. Musicians especially welcome!

We have not decided on routes yet but there will be runs exploring the local Aberdeenshire countryside and the ability to pick and mix destinations including the Glenbuchat Spring Fair on Saturday and a choice of castle visits with possibly a longer round trip with coffee and lunch stops on Sunday.



Saturday night BBQ in the garden or under cover if very wet. Meat, rolls and salads will be provided but BYOB.

Cost: Campsite £20 per tent or campervan for weekend. BBQ £8 per head.

Please let us know if you are interested so we have an idea of numbers and can send you an entry form.

Anneke Wallace

Borders Raid 2017

9th - 11th June

Hi all, yes the 2017 season is well under way, I hope you all have your tappets tickled, levels checked and hub nuts tightened.

Due to feedback from you all, and to quote the phrase "If it ain't broke then don't fix it" the Borders Raid will once again be held at the Highburn House campsite in the Northumberland town of Wooler.

Please contact the site direct to reserve your pitch (if electricity is required then a deposit will be payable on booking). Please tell the site when booking that you are with the ScA7C.

I will be heading down on the Thursday afternoon and Andrea will be joining us after her last scalping so if you fancy coming down for a pre-raid natter then you are more than welcome.

We have spoken to a small village pub that is happy to provide us with a buffet style lunch on the Saturday so it is important that you let me know so I have numbers prior to the event rather than a last-minute head count on the Friday night.

The weekend will be the usual format with a meet and greet supper on the Friday, a run on the Saturday taking in the fabulous views that the Scottish Borders and North Northumberland have to offer and a shorter run on the Sunday so people with a distance to travel home can get away in the afternoon.

We look forward to seeing you all and hopefully see some new faces who have not been on the Borders Raid in the past.

Highburn House Campsite Tel: 01668-281344

Highburn House
Country Holiday Park
Wooler
Northumberland
NE71 6EE
www.highburn-house.co.uk

Please let us know you are coming, either by phone (07538-160792), text or email (austin7neil@aol.com).

Neil & Andrea



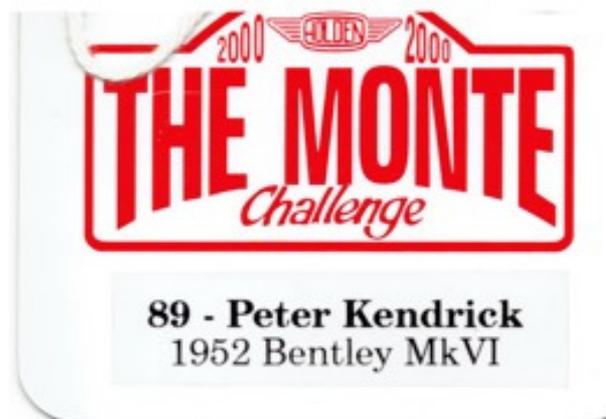
The Monte Challenge

Andrew Goodfellow has not yet had the opportunity to write an article for *Meshing Point* about his adventures in the Monte challenge earlier this year. He hopes to have it ready for inclusion in the next issue.

Meanwhile, here are Peter Kendrick's reminiscences about co-driving a Mark VI Bentley to Cannes in the "Millennium Monte Challenge": January 9th-14th, 2000.

I was intrigued to read in *Meshing Point* (December 2016, page 29) how Andrew Goodfellow decided to enter for the Rally Monte Carlo Classique in January, 2017.

Seventeen years ago I was the co-driver of a 1952 Mark VI Bentley from Ypres to Cannes, in the corresponding event, and found it the most fun I'd had in years. I'm looking forward to reading Andrew's account, and thought that meanwhile a piece which I wrote for the "Newsletter" of the Scottish Section of the Rolls-Royce Enthusiasts Club may make an interesting comparison. But I had best start my story at the beginning . . .



How it happened

It all came about through former Scottish Section member Chris Tucker. Chris and I had come to know each other when he worked in Edinburgh for the Sea Fish Industry Authority. Chris was the owner of a 1952 Bentley Mark VI. He phoned me one day to ask if I would be his co-driver in the Monte Carlo rally to take place in January 2000. The millennium would mark his fiftieth birthday and my seventieth! He sent a pile of documentation about the Millennium Rally: all of which increased my enthusiasm but produced from Irene the comment "It looks horrific". Chris also found Alan Gilbert to act as navigator.

The nature of the event

The year 2000 marked "the 11th Classic Marathon", and here is a quote from the advertising blurb: "Now in its 11th year, the Classic Marathon is the event that started a whole new scene . . . this is the first ever international historic rally . . . and was the first pioneering event that tried to recapture the 'golden era' of rallying. Famous mountain passes, mixed with circuits, provided a remarkable week-long course . . .". The Millennium event was different in that the organizers Classic Rally Association chose Cannes as the end-point. The choice of route remained unchanged, and there was a choice of routes: the "Sporting" and the "Marathon". The latter was the less demanding and the one that we chose, being newcomers to the event.

The following ten Monte questions and answers were published in the publicity material:

- "How do I get an entry?" – You can place an entry by filling in the form . . . last time all 220 places were booked within three weeks of the entry-list opening.
- "How do I organize the hotels?" – All this work is done for you by the professional team.
- "Who organizes the Rally?" – A dedicated team [four people] have been at work for nine months... The result is a highly authentic event very much honouring the traditions of the Monte Carlo Rally of the late 1950s and early 1960s.
- "What qualifications do I need?" – This is not a speed event... it's a combination of a good reliable car and very good time keeping and navigation... All navigation is from Michelin maps... last time over 60 crews were total newcomers – and they all made it to the finish.
- "How can I gain experience?" – Do something smaller to start with . . . there is the Welsh Monte, just for novices, in November, organized with the Monte Challenge newcomer in mind.
- "What kind of cars compete?" – All sorts . . . There are lots of classes and categories, but priority goes to those in an older car, and most are in the pre-1962 category.
- "How do I budget for the Monte?" – You need to plan for about 3,000 kilometers, depending on your start point . . . using the hotel-booking service means once the flag drops , all you need is a credit card and some cash for petrol, some meals and the celebrations afterwards.
- "Can I help a charity?" – Yes, many do, and last time more than £200,000 was raised.
- "What special preparation do I need?" – There is a fact-sheet available to help you with such essentials as waterproofing electrics, snow chains, tyres, etc. Outside organized service support, or friends following you carrying luggage or spares, is strictly banned.
- "But what if I break down?" – We have a team of experts to help you . . . the envy of other organizations and perhaps one reason why just about everyone reaches the finish.

Chris, Alan and I shared a total cost of £4,507 – at 1999's prices: which included our taking part in the Welsh Monte.

Enrolment, preparation and cost

Chris got the entry form in promptly so we got in, even though places were limited. Alan already had rallying experience and did a superb job of navigation, having plotted the whole route on to Michelin maps before we set off, even though he had only ten days to do this. We went as a team and participated in the excellently planned Welsh Monte (November 1999), which combined classroom tuition with practical roadwork and an eighty-mile night road rally and we achieved our objective: to finish – and we came third in our class. Chris put in lots of time in readying the car for the event, including relining the clutch. He also fitted instrumentation (a Halda Tripmaster) to help us meet the time/distance targets on the regularity checks. He also fitted a pair of electric fans to boost the airflow through the radiator if needed on sustained long climbs in the mountains. Section member Charles Palmer (Classic Restorations (Scotland) Ltd) gave generous support, providing spares which we would fit ourselves (to avoid disqualification) in case of need. In the event, none of these was needed, though we could have used two new sets of contact breaker points for the petrol pumps.



Night road rally on the Welsh Monte (November, 1999)

Among the list of official regulations (fourteen A4 pages) two points which caught my eye (in 1999) were the requirement for seat belts and laminated glass windscreens to be fitted (except for pre-1939 cars) and the acceptance of the use of halogen lamp bulbs – but only those rated at no more than 80 watts. An unforeseen “must” was the regulation for “an impervious groundsheet”, big enough to go right under all four wheels. This was to be carried and laid at each overnight stop to avoid drips of oil reaching the ground. There were significant penalties for breaching this rule and we heard that a couple of crews incurred them.

The cars entered

There were six starting points to choose from: Oslo, Stockholm, Brooklands, Noordwijk, Ypres and St Moritz. We chose Ypres, as it is only an hour's drive from the docking port for the ferry from Hull.

Of the total of 208 cars entered, 92 were on the Sporting route (in 11 classes) and 116 on the less-demanding Marathon route (in 14 classes). Chris's 1952 Bentley Mark VI was in Class 15: Fifties Saloon cars, no limit to engine size. There were nine entrants in this class: the smallest being a 1959 Standard Pennant (948 cc) and the largest being our car (4566 cc). In terms of engine size there were only five cars which were bigger, out of all 208 entrants: these being a 1940 Cadillac Coupé

(5670 cc), a 1925 R-R Silver Ghost (7428 cc), a 1927 R-R Phantom I (7668 cc), a 1969 R-R Silver Shadow (6750 cc) and a 1964 Corvette Sting Ray (5300 cc). Apart from two from the early '70s, all 92 cars on the Sporting route were from the late '50s or the '60s. All the prewar cars entered were on the Marathon route, and there were only 17 of them: the smallest being a 1931 Austin Ulster (747 cc). Overall, sports cars accounted for about one quarter of the total.

We were car 89 (see a photo of our ID on previous page). Our Mark VI's big saloon body made us the envy of a lot of crews: we had room, in contrast to many cars. This made our three-man crew possible: lots of the cars barely had space enough for a two-man crew.

Along the way

The initial ferry crossing overnight from Hull went smoothly, as well as the short drive on to Ypres, where the initial few hours were given to the scrutineering of the cars at a square in the town centre. That evening there was a evocative gathering at the memorial gate commemorating the First World War, with the nightly sounding of the "Last Post". We then went off to dinner in the hotel, and the actual route started next morning.

At the start each car was flagged out from the town's square. We drove typically at least six hours per day, with each car setting off at a designated time each morning – this changing from day to day. Along the route we would find control points which enabled those controlling the rally not only to record our timing but to check that we followed the prescribed route – without shortcuts! On the first day we did well, achieving a high position both overall and in our class: I remember Alan returning from the control, with the results, with a very satisfied look on his face.



At our start-point: Ypres – for 'scrutineering'

We were less fortunate the following day, when we suffered failure of the fuel pumps early on in the journey. The car came to a halt on the gravel verge at the roadside, with fast traffic whizzing past. Chris was soon flat on his back removing the fuel pumps (mounted on the chassis just behind the driver's seat) and plugging the fuel line from the tank with a tommy-bar wrapped with PTFE tape, to prevent petrol from syphoning from the tank on to the road. I then had the task of filing the points (such as they were!) which were the cause of our failure to proceed, and this was a nerve-wracking task: had I slipped the points would have disappeared among the gravel. Fortunately I didn't, and after the loss of almost three-quarters of an hour all was reassembled and we were back on our way. That day our timing wasn't nearly as good as previously!

Somewhere around this stage of the journey we had ferocious judder when letting in the clutch. It would happen whether Chris or I was driving, so we concluded that it was the car rather than the driver. Investigation at the end of the day revealed that the U-bolts securing the rear springs to the back axle were not tightened enough. This was easy enough to rectify and there was no recurrence from that point.

The weather was less daunting than had seemingly been the case in some years, but we nevertheless had a fair share of snow, and some ice – especially in the mountains. I still have the route for our adventure, plotted on the Michelin maps which we carried. It included some interesting and enjoyable driving (some of it in the dark). Alan occasionally had time to use his video camera during the five days we were *en route* to Cannes and at one point, when I was driving, I can



In the mountains along the route

be heard to say “I’m glad I learned to double-declutch at an early age”, as a vast array of downhill hairpin bends through the snow-covered mountains appear through the windscreen. (There had also been uphill hairpins which I'd enjoyed and had given the engine plenty of work to do – judging from the smell of hot oil.)



Our posh hotel in Cannes

There was very much a real sense of camaraderie along the route, with the crews coming together each evening for dinner at the excellent hotels. Chris, Alan and I shared two bedrooms each night, alternating who shared with whom as one of us was a habitual snorer. On the last night of the rally and the night after, before starting the journey home, we were in the “Sophia Loren suite” at the very grand Carlton Intercontinental Hotel in Cannes.

The awards and aftermath

The end of the event was marked at a ceremonial dinner with the presentation of many prizes. I don't know how some of the crews found space in their cars for the suits they appeared in for this occasion. It was splendid to see one of the awards going to the crew of a 1930s Austin Seven coupé – and you know how little luggage space they had! Another award went to a driver in his mid-seventies—good for him!

We didn't win any awards: the petrol pumps incident did our timing no good at all. Our total penalty time amounted to 2h49m03, resulting in our being placed 48th in the Marathon route group and 5th in our class (Fifties Saloon cars, no limit on engine size). Nevertheless we were content with our achievement, and we had a pleasant and uneventful run back through France and on to the ferry to Hull where Chris and Alan were soon back home. I got on a train at York (driven there by Chris) to Edinburgh.



Our successful arrival at Cannes

It was at York railway station that I last saw Chris. He had enrolled for one Scottish Section event later in the year, but did not appear. Within a few months we heard that he had died of cancer – aged only fifty. I shall always be grateful to him for masterminding our undertaking an event which is an enviable challenge, which I found to be great fun and in which I'm proud to have taken part. If someone were to invite me to join him again, now, I'd jump at the chance!

Peter Kendrick

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Elliot's Drive

I wonder how many club members who took part in the Borders Raid last year realised the historical significance of the few miles around the village of Morebattle.

On 27th December 1895 Mr T.R.B. Elliot took his newly acquired Panhard 3.5hp horseless carriage for its first 'spin'. He left his home, Clifton Park, turned left at the end of the drive, continued along the lane, climbed steeply up to the junction, turned left down the long hill to Caverton Mill then left again and along the road into Morebattle village. Driving past Morebattle another left turn took him back over the River Kale, up the hill to Linton and left and left again into Clifton Park.



This completed not only *his* first motor excursion but Scotland's first motor excursion - and in Scotland's first privately owned motorcar!

Members on the Borders Raid drove in his iron-bound wheel tracks for 40% of this five mile round trip.

This memorable event was recorded in the local newspaper, the *Kelso Chronicle*, a week later where a very detailed description of the vehicle was given. It claimed, for example, that it used just one pint of petrol per hour, had a range of 100 miles and had four gears giving 4, 7, 11 and 15 mph. (You can read the article in full on the Borders Vintage Automobile Club website.)



Clifton Park in 1895

Mr. Elliot went on to travel over 1,200 miles in the few months he owned the Panhard but there are two more significant trips that have made the history books. Just a few weeks after this inaugural journey he drove from Clifton Park to Berwick-on-Tweed arriving in the early hours of the morning where he was stopped by the police and charged with driving without being preceded by a flag carrying

pedestrian. At the Police Court the following month he was fined 6d with costs of 19/7d. Almost Scotland's first motoring offence!

It's the third journey that is the most impressive – you have to remember, iron shod wheels, tiller steering, just 3 ½ hp, no radiator and no filling stations and . . . well, just read this report from the August 1896 edition of 'The Autocar':

"Last week, Mr. T.R.B. Elliot (who was recently fined 6d. at Berwick-on-Tweed) drove his Daimler carriage from Clifton Park, Kelso, to Perth, where he exhibited it at the Highland and Agricultural Society's Show. The president, the Marquis of Breadalbane, the Lord Provost of Perth, and many others had an opportunity of trying the carriage.

The journey of 125 miles was accomplished in a day and a half, and the route was via Kelso, Lander [sic Lauder], Edinburgh, Linlithgow, and Stirling, and the roads, though good, were at times very hilly, especially crossing the Lammermuir Hills, where the road rises to 1,200 feet above the sea.

The whole trip was a most enjoyable one. Mr. Elliot has now run well over 1,000 miles in his carriage."

You may notice that the vehicle is described above as a Daimler. I believe it was a Daimler powered 1895 Panhard & Levassor Phaeton, there is an accompanying photograph of Elliot and his car. The above mentioned *Kelso Chronicle* article states that it was supplied by the Daimler Syndicate Co. London.

There is no 'first car' memorial of any kind in Morebattle or the area, even the fine house of Clifton Park is a ruin, having been abandoned in 1950. The first 'horseless carriage' in Scotland was an identical Panhard imported by George Johnston, an engineer in Glasgow, just two months before Elliot's Christmas jaunt. Johnston went on to become half of the Arrol-Johnston Motor Co. and he was to buy Elliot's Panhard later in 1896.

I have not the slightest bit of evidence but I wonder if the two Panhards, Elliot's and Johnston's, were perhaps the same vehicle! I believe it's just about possible. The two men knew each other in 1896 so perhaps they knew each other in 1895. It's just possible that Johnston acted as agent for the wealthy Elliot, took delivery in October, test drove it around Glasgow for a few weeks before transporting it to the Borders in time for the Christmas trip around Morebattle. Elliot then drove it for six months or so then sold it (very cheaply apparently) to Johnston.

Ridiculous? Probably (but it's fun to speculate!).



Clifton Park in 2009

Dick Warren

Technical Hints When Engine Building

General

All mating surfaces must be clean and fit together properly. Raised threads should be lightly countersunk and pips or lumps removed by filing or scraping.

Silicone Adhesives

Use the correct adhesive. Some, such as bath sealant, are not oil resistant and are corrosive.

Cylinder Block and Crankcase Joint

Remove all studs from the crankcase and all valve gear from the block. Coat the top of the crankcase with valve grinding paste and lap the block to the crankcase. For some obscure reason, all crankcases are high in the middle. Work on this until the crankcase is an even matt finish. Ensure you wash off all grinding paste afterwards. Lightly countersink the fixing holes in the crankcase. Check that the cover over the oil pump drive is properly sealed and is below the top of the crankcase. Place a bead of silicone adhesive around the base of the cylinder block, do not fit gasket, bolt down tightly, preferably using new studs and nuts. Don't use too much adhesive as it will ooze out in all the wrong places. If as a result of omitting the gasket, the pistons protrude above the cylinder block, then the gasket must be fitted.

Leakage from the Rear Main Bearing/Flywheel

Oil escaping from here is usually due to a worn oil scroll, incorrect size oil screw or the oil-thrower missing. There are several sizes of oil screw; the correct one is a snug fit to the flywheel boss. The preference is to fit a modern lip seal. Leakage can also be due to a distorted rear main bearing housing or cover allowing oil to escape from the joint. The oil drain hole in the housing does not always line up properly with the hole in the crankcase. Drill both out to 5/16" to ensure alignment. Seal joint with silicone adhesive, fitting both gaskets, and ensure adhesive does not block the drain hole.

Front Camshaft Bearing Locating Screw

Leaks can occur due to poor fitting of this screw. If it is the original square type, you cannot tighten it without first removing the cylinder block. If you have to go to all this trouble, then it is probably best to replace it by tapping the bush 5/16" BSF and fitting a decent screw and fibre washer.

Oil Filler Tube

A leak sometimes difficult to cure is the thread of the oil filler tube. This area is vulnerable as the rotation of the crankshaft is continually throwing oil at it. Seal the

thread with a low strength Loctite. Don't be misled - a poor fitting filler cap will allow oil to run down outside the tube, giving the impression that the thread is leaking.

Crankcase Pressure

Oil can be forced out of the crankcase by overfilling or crankcase pressure. The cure for the former is obvious. The only natural ventilation of the crankcase is via a few small holes in the valve chest cover. These must be clear. More ventilation can be provided by fitting a crankcase breather to either the oil filler tube or the valve chest cover but this should only be necessary on worn engines.

Sump

Like all other joints, it is essential that all 14 fixing screws and threads are in good condition. Fit oval and spring washers. Stripped threads and stretched studs must be attended to. Seal with silicone adhesive and fit the gasket. Check that screws are tight after sealant has set.

Leaks from Head Studs

Oil or water leaking from head studs is nearly always due to a badly fitting head gasket. Raised threads should be suspected or the gasket binding on the sides of the head studs. Light countersinking of the holes in the cylinder head can help. Fix new studs in the block using a low strength Loctite, ensure that both the top of the block and the cylinder head are ground flat. When fitting the head gasket, coat both sides with a little grease. It should not be necessary to use any gasket sealant. Tighten down the head studs in the correct sequence to 24 ft lbs. If there is a persistent leak from the centre stud - the cylinder block is probably cracked in that area.

Conclusion

I expect that after going to all the trouble of fixing the above leaks, it will leak somewhere else!

Vince Leek

This article first appeared in the Dorset A7 Club Magazine—acknowledged with thanks.

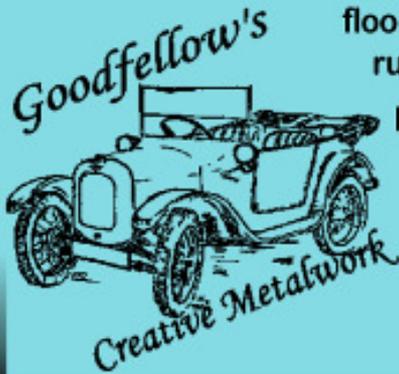


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Events Diary 2017

St Cyrus Weekend 28 April—1 May
Ruairidh and Tanya Dunford

Brideswell Revisited 19—21 May
Anneke Wallace and Johny Johnson

Borders Raid 9—11 June
Neil and Andrea Williams

Guildtown National Rally 28—30 July
Entry Forms and details to come

Cumbrian Capers 22—24 September
Simon Rooney

October Weekend TBA ?21/22nd

AGM Blair Atholl 17—19 November

Boxing Day Run
Charlie Carpenter

For those who have not been on one of the club run weekends, they are truly a weekend of kindred spirits in matching jackets and sweatshirts delighted to join heads under a bonnet and troubleshoot the reason for a breakdown!

Good fun, good roads and good company.

Glasgow Club Night

Last Thursday of the month

At The Tickled Trout
Boclair Road (B8049)
Milngavie
(Just in front of Dobbies Garden Centre)