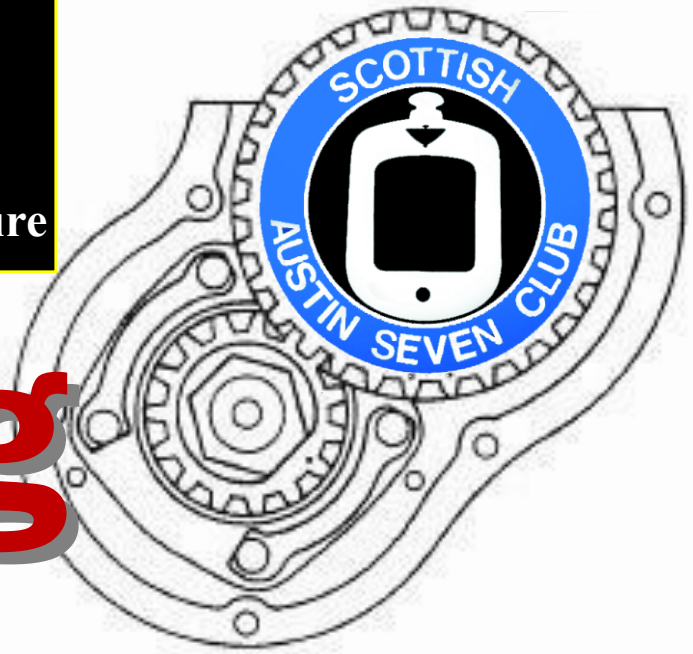


June 2017

Editor this month *Clare Young*

Mighty Motoring in Miniature



Meshing Point

The Magazine of the Scottish Austin Seven Club



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

ScA7C Website:

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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: "A Slight Hiatus in Blue" Niall Mackie

Contributors to this edition: Clare Young, Gavin Boswell, Neil Williams, Michael Pell, Ruairidh Dunford, Jetta Sorbie, Gerry Flockhart, Simon Rooney, Charlie Carpenter, Neil Gibson, Steve Young.

Editorial

Once more Onto the Beach my Friends! West and East the shores have been tested with the Easter Weekend and St Cyrus. Mavis joined Drive It Day with a little trip up to visit a pond near Tealing where she made a modern Fiat Panda feel quite large.

I hope you enjoy the Further Adventures of Monty, Jetta's St Cyrus, especially her Puffin (she aims to graduate to the Penguin series soon!) and Michael's Easter Weekend write ups.

Our cover picture shows the serious nature of Sevensing and may prompt questions about "how many men it takes to..." to which I am sure you all have answers.



As you can see below Mrs Dunford was keeping her class in good order on the Outing: this was after Mr Dunford took us all on a very nice "short cut" so that all the oil was brushed off the undersides of the cars, and, somewhat mysteriously, we drove through what appeared to be a Propane Farm. Mr Dunford had spotted the sign which he assumed to be the local dialect for poor monkeys, Grassic Gibbon Centre,, but decided not to take us there this year....

You will see in this issue that there are three cars for sale and information about other pertinent products, none so fine as our own Club Regalia which we invite you to but in all shades and sizes!



Happy Summer
Sevensing to all,

Clare

Chairman's Chat

Here we are again, in the thick of the weekend adventures, the weather watching optimism and packing waterproofs and butties.

Although it is only June we are again 2 events into the season, having seen Charlie's Easter Weekend and Ruairidh's St Cyrus event both well attended and enjoyed. By the time this hits your mat Brideswell will have been revisited and there will be limbering up for the Borders Raid on the agenda. Survivors of these extravaganzas will, we hope, then be heading up the road to the National Rally at Guildtown.

Once again I am deeply indebted to the Club Committee and Ruairidh Dunford for getting the Guildtown Rally organized and publishing the Application Form in the e Newsletter and hard copy to those who do not have the electronic update. Just in case anyone has missed the application form there is an emergency copy enclosed with this mag: make sure your entry is with Charlie in time for the final compilation of the programme.

All this activity can only point to a healthy and meaningful Club where friendships are active and advice is always freely available to those who have not been custodians of a Seven for so many years. Should anyone doubt the veracity of my grand claim then it is possible that they did not witness the toils of the Methil Correspondent who arrived at St Cyrus with a disturbingly shiny car on a trailer after the Saturday run, was given a Master Class in How To Make It Stop by 3 men, each wearing 3 coats and working in the arctic winds. The Methil Correspondent was back on the road the following morning after time for only half a case of Apple Juice. We have a membership to be proud of.

Gavin tells me that he is being very strict with sinners this year so there will be a couple less Meshing Points in the post this month.

On a happier note can I remind all those in possession of trophies to get the engraving sorted, the cleaning done and put them on the list for returning to the Rally. Start looking around for quirky raffle prizes and saving for the Whisky Roll; will the new £1 coins roll?

Hoping it will be a
Big Guildtown to match the
Big Seven anniversary.

Clare

Membership Matters

A very big thank you to all our members for prompt renewals of membership in April, the Club begins the 2017/18 year with a healthy 177 memberships.

Sadly we have lost 4 memberships, not renewing this year for various reasons. I have had to removed a further 8 memberships, people who have not communicated with me even after a couple of polite reminders about their renewal.

In April, I had a new membership application from Robin Spearing who comes from Crieff, Perthshire: Robin has a 1933 cream box saloon, that he acquired in Orkney earlier this year. Welcome and we look forward to seeing you at one of the events in the near future.

Gavin Boswell - Membership Secretary



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



Easter Weekend 2017

The Easter week-end was blessed with warm sunshine but unfortunately that only arrived on Monday as the participants were wending their ways home. However the Loch Fyne Hotel provided an excellent centre for some interesting runs which were not spoilt by the poor weather.

Perhaps the attendance this year was less than usual because of the timing of Easter or clashed with some members' engagements so we only had six Sevens on parade but supported by three moderns and a BMW motor cycle, and still thoroughly enjoyed it.

Those of us that drove up the Loch Lomond road towards Inveraray encountered an extraordinary hold up because a huge artic had decided to take the watery route in preference to the road just before Tarbet and was delicately balanced on the verge with its cab almost in the loch. Temporary traffic lights had been set up but the delays in both directions were in excess of an hour. Fortunately before our return the truck had been retrieved but we heard that it had been a 24 hour operation.

However we all got to Inveraray by the early afternoon and spent the time thereafter exploring the delights of this pretty lochside town before joining up in the evening to enjoy the splendid dinner in the hotel. The following morning we took a northerly route through the lovely Argyll countryside towards Loch Awe with its ruined castle and pumped hydro electric power station. After a coffee stop at a small garden centre, some members emerging with some plants, we carried on to Oban, the busy seaside port with ferries to many of the western islands. Tesco in Oban provide a generous free parking service to visitors and we took advantage of this whilst we went off searching for food and perhaps some shopping. Our journey continued southwards along lovely smooth roads through delightful waters edge scenery until we reached the museum at Kilmartin where we stopped for tea (as you would now expect on this gastronomic holiday). Sadly we did not have time to explore the museum which



presents Scottish history going back 5000 years and has superb archaeological items for this period (so dear reader, do visit it if you are in the area).

On a damp Sunday morning we set off to drive up the road at the side of the Crinan Canal which was first opened in 1801 as a short cut for ships going southwards through the dangerous seas past the Mull of Kyntyre and is still in use today. It was fascinating to see the fifteen locks taking craft up 64 feet and then back down to sea level on the other side. The little port of Crinan at the north end of the canal is well provided with car parking and as you may have guessed, a coffee shop. Amongst the varied sailing vessels in the harbour was the last surviving Puffer (a small shallow draft steam vessel used for taking goods from the mainland out to the isles during the nineteenth century onwards}. This boat is similar to the Vital Spark used in the popular Para Handy television series.



In the afternoon the convoy carried on northwards to cross the Atlantic bridge on to Seil island where a sea food restaurant of high repute was known and where the next repast was taken. Before leaving for the hotel again, Elizabeth who had brought up a cake and some fizz suggested that we held a short celebration of Neil Mackie's sixtieth birthday (sorry Neil to publicise this information) which was very much enjoyed by all present. Afterwards an interesting trek up the narrow road on the SE side of Loch Awe took the group back to the hotel and another dinner.

Easter Monday dawned with clear skies and promise of sunshine as people went their different ways home and as always at Easter, saying thank you to Charlie for his excellent organisation of the week-end.

The group enjoying the expedition included six A7's - Charlie and Myra Carpenter in their Cabby (running in but going very rapidly), Michael and Brenda Pell - Arrow, Neil Mackie and Elizabeth Sutherland - Tourer, Johny Johnston and Anneka Wallace - AKK Tourer, Ali and Ena Sutherland - Ruby, George Newsome - Ruby. Moderns were used by Diane Crisp, David Roscoe and Fiona Bray, Paul and Leonore Rickards, Diane's sister Angela, very fetching in pink trimmed black leathers, rode the motor cycle and Brian and Marion Hopkins brought their show room condition Morgan.

Michael Pell

OJ Goes Out—a smart group from Drive It Day

"The ScA7C couldn't manage Drive it day on 23rd April because of our full programme on the week-ends both before and after so Campbell Cooper and Michael Pell felt that our marque should wave the flag and join some other famous motors on a splendid local run."

Michael Pell



Monty on Tour Part IV

Crossing the Border

The night at Lumbier had seen us well fed and rested – the plan had been to drive the short distance up into the Mountains and spend one last night in Spain. The road to Burgui was good and the views plentiful, heading north from there we found ourselves in a valley that passed through the pretty mountain village of Isaba. I recognised it as one of the stopping points from a childhood trip (1981) with my parents in the Austin Twelve. A little further on we took a tiny road up into a wooded campsite. We had not travelled far however and it was still early afternoon – 17 miles away lay France and, in the end, the temptation proved too much.

A climb, the biggest of the trip, stood between us and the border, we fuelled up and headed out onto the meadows back dropped by the sheer cliff we were about to ascend.

The gentle road soon became a steep climb winding its way up the cliff in a series of steep sharp bends. I found myself in first gear quickly and settled in for a long slow climb. I found that if I drove faster than 11/12mph or slower than 8mph the car would start to boil, a delicate balancing act ensued. I stopped very briefly at one point to open the bonnet to allow more air through the radiator. The engine and gear-



box became very hot and I found it very difficult to rest my hand on the stick for more than a few seconds. Over 50 minutes passed before I found any sort of safe pull-in by which time the gearbox was sounding very noisy and the clutch slightly stiff (more of this later). We stopped for some time to admire the view and allow the cars to cool down, above, wisps of white cloud were a sign

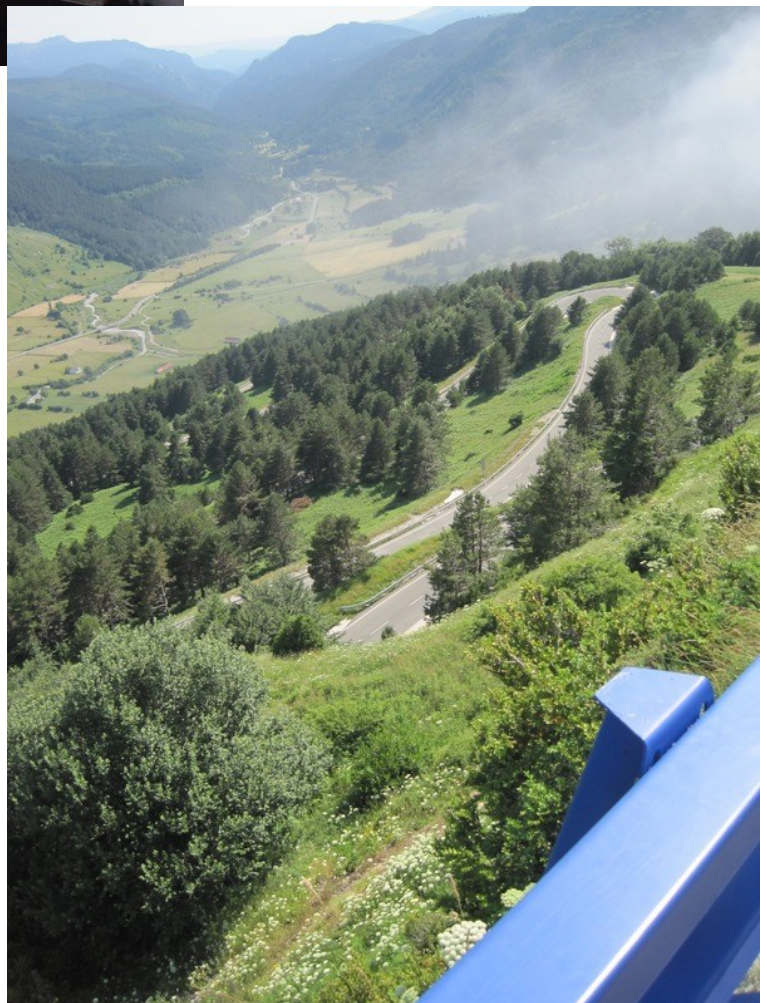


– oblivious to us- of what was to come.

5 minutes after leaving our safe sunny pull-in we entered cloud and our views were dashed, visibility was reduced to a few meters and every so often a cow would loom out of the mist. The road continued to climb and visibility became much worse – the road wound it's way along the peaks that we only saw glimpses of. We considered turning back towards Spain and the Sun – why had we come on and subjected ourselves to this misery? Confident that the cloud was sitting on the peaks we continued, passing into France and a descent that required huge concentration.

I remained in first gear alternating

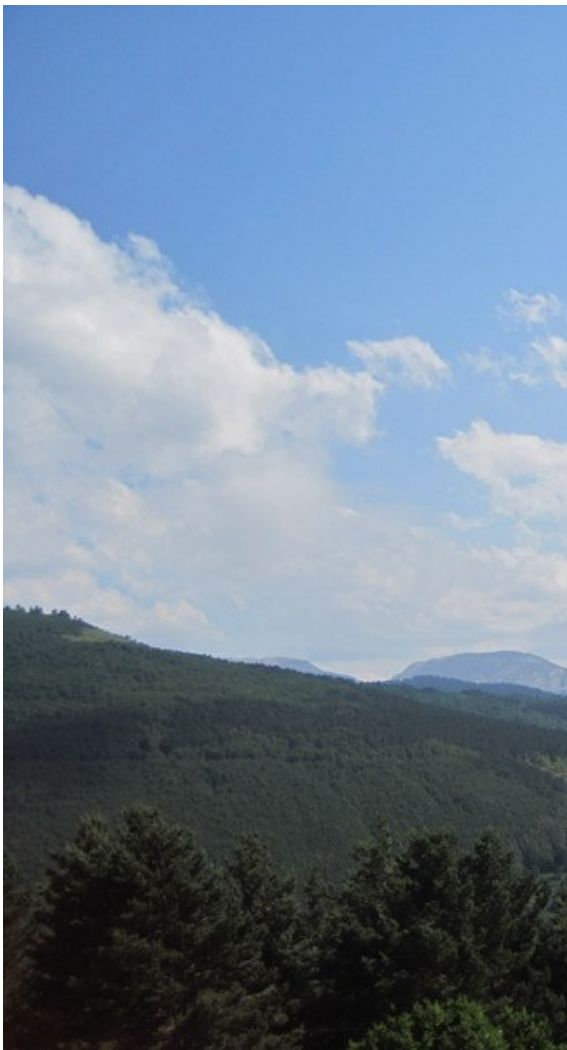
between rear and front braking in an attempt to reduce the effects of heat. Soon however the foot brake disappeared all together and I was forced to run up the side of the road to come to a halt. Smoke poured from both rear hubs! The stop allowed me to put up the hood and shelter the children from the rain at last – I used the last of our drinking water to put out the brakes and after 15 minutes I felt we could continue down. The weather worsened, thunder and lightning clapped around us and the rain became very heavy indeed. We began to pass villages but none had campsites. Eventually, relying on the sat. nav., we were guided to the pretty village of Aramits and to a campsite. 2" of water now stood all



around us and I happily booked into one of the heated cabins for two nights – we hung our sodden clothes and maps out to dry and turned the heating up. Had we really been experiencing 38°C heat only 3 hours previously and why had we ploughed on, away from it? We drowned our sorrows to the bottom of the real glasses in the cabin and headed to bed.



Ruairidh Dunford



St Cyrus Weekend

28 April—1st May 2017

We attended this club event last year and were impressed by the unique location of the Miltonhaven Caravan Park situated at the bottom of a hill right beside the sea shore between St Cyrus and Johnshaven and were keen to re-visit this year.

We were not disappointed as it proved to be a great weekend once again with the advantage of dry weather and long periods of sunshine. It was lovely to be lulled to sleep by the sound of the sea. A big attraction of this site for our Club is their heated club house which enabled us to all gather together in the evening for lots of discussion and debate on all things relating to Austin 7s or even just for catching up with old friends.

On Saturday the majority of cars drove to Stonehaven and spent time looking around the town. Mitchell and I were keen to visit the nearby imposing Dunnotter Castle with its great defensive qualities full of romance, intrigue and deception. Surely no other Scottish castle



comes close to being so brooding and foreboding.



We also visited Fowlsheugh RSPB site 3 miles south of Stonehaven where the sandstone cliffs hold one of Scotland's largest seabird colonies. There were vast numbers of guillemots, razorbills and kittiwakes breeding there. We were so lucky to see Puffins who were nesting on the top of the cliffs. They must easily be the most awesome birds with their multi-coloured beaks, tear-drop shaped eyes and strange orange feet. It was incredibly noisy with the bird calls and the sea battering the rocks. It was pretty smelly too but it was a most memorable experience.

On Sunday we enjoyed a picturesque drive through rural Angus to Usan near Montrose. This is a now a deserted fishing village and the home of Club member Dave Pullar. Dave kindly provided us with hot Montrose bridies which apparently are superior to Forfar bridies and indeed they were absolutely delicious. We sat down to eat our bridies and our packed lunches in the sun at the seashore beside the old ice house which is still in use for the current fishing industry at Usan.



Dave allowed us to tour his properties – he owns various properties around his cottage including the old school house and the 19th century Signal Tower – and to inspect his vast collections of memorabilia. Johnny Johnson gave us a guided tour (which he offered in Doric, French or a variety of

other languages).



One of Dave's collections included more than 200 accordions. It was a fascinating visit and it was a privilege to be allowed to admire his Alladin's Cave. Thank you Dave for inviting us to spend time at your home.





Some of us visited the Montrose Air Station Heritage Centre later on Sunday and spent quite a while reading and hearing about the very important part it played in training our fighter pilots during World Wars I and II. It was founded in 1913 and was Britain's first military air station.

There was a state of the art Flight Simulator to let children experience what it was like to pilot an aircraft out of Montrose, lots of dressing up outfits, flying helmets and goggles for children to try out the uniforms. Our own club member, Andrew Goodfellow, was mentioned on one of their acknowledgements as someone who had assisted with doing work for an exhibit in the museum.



Before leaving on Monday morning and after patting the donkeys, admiring the hens and watching the black rabbits, we purchased from the campsite owner 6 of his duck eggs, 6 of his free range hens' eggs and a whopping great goose egg.

A total of 18 Austin Sevens took part in this very enjoyable weekend.

Already looking forward to next year at the same venue. Thank you Ruairidh and Tanya Dunford for organising it.

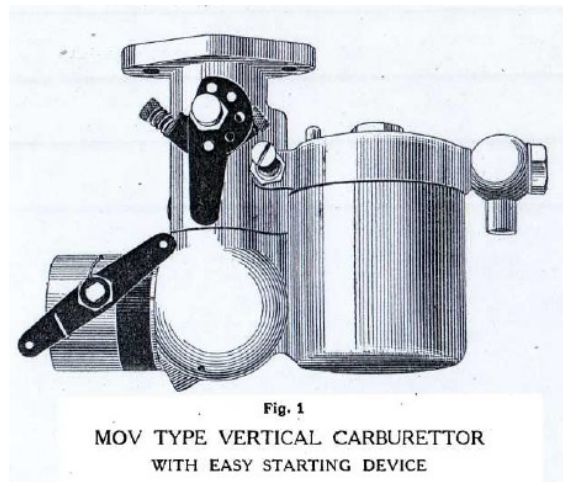
Jetta Sorbie

Solex Carburettors

Solex 30 MOV carburettor

Original equipment for unsupercharged Ulsters

Part One



Although the carburettor of choice for “go faster Austins” appears to be an SU nowadays, when Austin first introduced the Ulster for sale the unsupercharged version came as standard equipped with a large bronze bodied 30mm up-draught carburettor manufactured by Solex.

A label on the top of the float chamber proudly stating “Assembled in England from precision parts and French castings”. Although a properly set up SU will no doubt give better all-round performance and is much easier to tune by changing needles but, call me a traditionalist because I always think they look a bit out of place on original cars, especially when modern versions are fitted.

The problem however is, if you decide to maintain your Ulster engine bay in its original specification, is that the correct Solex carburettors don't seem to come up for sale very frequently and sometimes those that do are not actually 100% the right type.

All the carburettors in the photo below are 30 mm Solex's but only one is the

elusive 30 MOV model you're looking for, all the rest are variants. From the left hand side there is; a 30 MOVD, a 30 MOVTL that doesn't have quite the right configuration of throttle spindle, a 30 MOV, a 30 MV and finally another 30 MOVD but with a different flange.



I've seen all these variants advertised on a well known internet auction site as Ulster carburettor or as being suitable for Austin 7's and I'm sure they could be successfully fitted. All share a considerable number of common parts and castings so at a quick glance don't look too dissimilar.

Solex 30 MV



The simplest of the three basic carburettors is the Solex 30 MV. The 30 is a reference to the diameter of the carburettor body intake and outlet not to be confused with the changeable choke or venturi diameter, M is the Solex model type and the V indicates a vertical or updraught mounting orientation. Side-draught versions of the same carburettor are designated 30 MH, H in this configuration indicating a horizontal mounting

Solex 30 MOV with air regulating screw



The 30 MOV as originally specified for the Austin 7 utilized the same bottom casting as the 30 MV which incorporates the float bowl, main jet assembly and auxiliary jet. The top casting which contains a changeable aluminium venturi tube, butterfly flap and float chamber needle valve was also basically the same but with one important addition, the fitting of an air regulating screw which allowed for better adjustment of the tick over and slow running.

Solex 30 MOVD with air regulating and integral choke



The 30 MOVD is a further development of the two previous variations. The top casting is the same as the 30 MOV version including the air regulating screw. The bottom casting is again basically the same as the 30 MV and 30 MOV versions but it has been extended at the carburettor inlet so that an integral strangler flap could be included as part of the carburettor.

The internal components of all three versions appear to be dimensionally the same and therefore interchangeable, including the butterfly flap, spindle, spindle end nuts, venturi tube, float, needle valve, float tickler, auxiliary and main jet components. There are different sizes and types of main jet, main jet cap and main jet carrier but according to "Austin Racing History" by Roland C Harrison standard Ulsters were fitted with a 110x41 main jet (G), a number 5 jet cap (A), a 50 auxiliary jet (g) and a 48 assembly which presumably, by a process of elimination, is a reference to the main jet carrier. It also refers to the choke or changeable choke tube (K) which is detailed as being 23mm in diameter.

These jet sizes appear to be a bit rich when you check out the Solex recommendations in their "Fitting and Instruction manual", which includes a simple table as a first step to determine the recommended carburettor body size and jets. Based on the quoted maximum engine RPM of 5000 RPM for the Ulster, the table recommends a 95 x 41 main jet along with a 21mm choke tube.

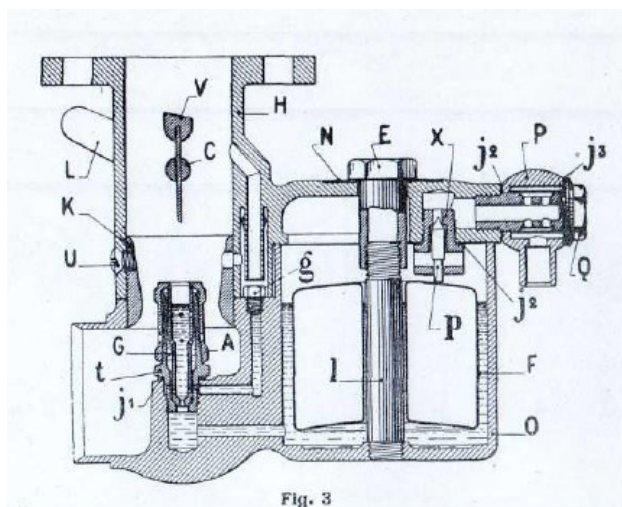


Fig. 3

SECTIONAL DIAGRAM
OF VERTICAL CARBURETTOR

Type MOV

Along with the basic carburettor Solex also supplied a range of extras including bits of pipe to make up inlet manifolds and adaptors for hot air pipes from the engine exhaust and air filters. They also supplied separate strangler, or choke assemblies for the MV and MOV variants. Carburettors fitted to Ulsters were supplied with this accessory.



The separate strangler accessory is shown in the picture on the left along with the main and auxiliary jets, jet carrier, jet cap, air regulating screw and float chamber needle

valve.

Solex 30 MOV carburettor

Original equipment for unsupercharged Ulsters Part Two

If you go onto the Austin Seven Friends forum and search under “Solex” you’ll find a lengthy discussion string on problems associated with poor running, poor acceleration, what jets to use and not to use – if you’re interested it’s worth a look. Another interesting article can be found in the A7CA magazine (2006C) written by Steve Hodgson which details all the carburettors fitted to A7’s as standard including some details on the Solex 30 MOV’s.

The general consensus seems to be that a Solex is a bit tricky to get just right; in Steve’s words a 30 MOV is, “very crude, simple and a bit of a problem to get running properly. You either get the car to rev or to tick over, very rarely can you get it to do both.”

I’m not claiming to be an expert and to be honest my patience has never been put to the test working with a Solex carburettor, however, in defence of 30 MOV’s all the period road tests carried out on the new Austin Ulster by The Light Car & Cyclecar, The Motor and Motor Sport have nothing but praise for the performance of the new sports model.

In January 1927 the Motor Sport ran an article on the tuning of the Solex carburettor stating that "Perhaps it's most prominent feature is the remarkable degree of accessibility the construction affords which in conjunction with the ease of tuning makes it an ideal instrument not only for the everyday motorist but also for competition work". It continues "The Solex carburettor occupies a deservedly popular place as the standard equipment for a large number of different makes of sports cars and has achieved many notable successes in international racing events".

Austin fitted Zenith carburettors to the vast majority of their cars almost to the exclusion of all other manufacturers with only a few exceptions, one being the Ulster – they must have had a good reason. Possibly it was the intended target market and all about top end performance, buy an Ulster and go racing, keep the revs high and don't think about your crankshaft. As the road test in the Motor Sport ended "a car entirely suitable for a man who wants something snappy, smart and small", possibly just a euphemism for driving your Ulster "pedal to the metal" at all times.

So maybe they are a bit tricky to get just right, possibly a 30 mm carburettor is a touch on the large side for a 750cc car only driven at moderate speed and possibly you do need a box of different jets to play around with to get the best results. Bear in mind that the standard 22mm Zenith updraught only has a 15mm diameter choke tube!

The article by Steve also highlights a period Solex advert offering a 30 day free trial of a Solex carburettor which can be fitted in a few minutes by the use of only an ordinary spanner. The advert makes a bold claim that by fitting a Solex carburettor to your Austin 7 "your (carburation) difficulties will immediately vanish". Solex must have had confidence in their product to dish out free carburettors for trial to anybody with an ordinary spanner!

I also suspect that the carburettor in the advert is a smaller 26MOV. It's bolted onto the standard updraught manifold and the flange bolt centres would be too close together for the flange on the 30 MOV to be drilled to suit. A 30mm Solex is also a big item measuring $5\frac{1}{4}$ inches in height with a float bowl which is $2\frac{5}{8}$ " in diameter. If bolted onto the standard updraught manifold the bottom of the float chamber will be $\frac{3}{4}$ " lower and 1" further forward than the standard 22mm Zenith bringing it much closer to the exhaust downpipe.

So if you've not been put off yet, what can you do if you can't find that elusive 30 MOV that you really want to fit? Well if you're lucky enough to have, or find, a 30MV and a 30 MOVD, take the bottom casting from the 30 MV and fit the top casting from the 30 MOVD and you'll have a carburettor that is essentially a 30 MOV. You can put the other two halves together to make a 30 MVD but I don't think this hybrid variation was ever marketed or even considered.



Spot the difference - the carburettor on the right is a genuine 30 MOV, the one on the left is a 30 MV / 30 MOVD hybrid.

Alternatively, if you've got a 30MV and access to a lathe you could manufacture a new air regulating valve assembly. It's a very simple design to copy, drill and tap the top casting of your 30MV carburettor to suit, screw in your newly made part and hey presto it's become a 30MOV.



A word of caution, when new, Solex supplied the carburetors with different floats to suit the type of fuel to be used. Pre-war benzole was a coal-tar product consisting mainly of benzene and toluene and was mixed with petrol and sold as a motor fuel under trade names including "National Benzole Mixture" and "Regent Benzole Mixture".

Carburetors to be used with benzole fuel which had a specific gravity of 0.87 would be supplied with a 47 gram float but if a lighter fuel was to be used then a 42 gram float would be fitted. Modern unleaded pump petrol has a specific gravity of about 0.74 which will cause a 47 gram float, weighted for heavier benzene fuel, to sink a bit lower in the float bowl. You may need to adjust the needle valve to prevent the carburettor from flooding or find an alternative float. The floats are helpfully marked "this way up" in three languages just in case you forget how it came out along with their weights.



Heavier 47 gram Benzole float

Lighter 42 gram float

When new, a complete 30 MOV would have set you back about £5.00 plus an additional £1.50 for the extra strangler assembly. You'll need slightly deeper pockets nowadays, the last time I saw one advertised complete with the choke assembly the asking price was £225 but if you're lucky you can still find them for less.

Gerry Flockhart

RUNNING COMMENTARY

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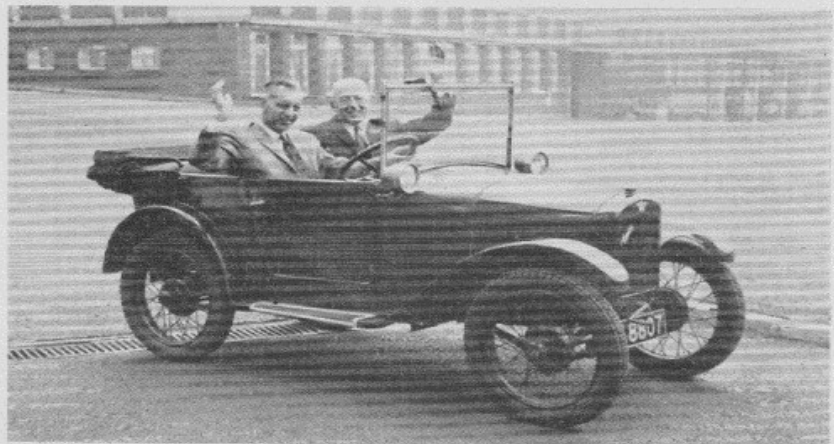
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The 1927 Austin "Chummy" which is to be used to meet British businessmen arriving at San Francisco airport. The car is shown being driven by Mr. J. L. Hepworth, who discovered the car.

California Bound

A 38-year-old Austin 7 is to become a V.I.P. vehicle at San Francisco airport where it will be used to meet British businessmen.

The twelve-month search for a "Chummy" began when Mr. Bjarne Qvale, President of British Auto Parts Inc. of San Francisco, visited this country. He told Mr. Jack L. Hepworth, Chairman and Managing Director of Hepworth & Grandage, Bradford, that he was desperately keen to get a 1927 "Chummy". After he left Mr. Hepworth carried on the search. "I had an idea where I might find one and I did" said Mr. Hepworth. "The car is in beautiful condition having been lovingly restored by Mr. David Laxton of Ilkley. I think visitors to San Francisco are in for quite a surprise!"



Car for Sale

For Sale: 1935 Austin 7 Ruby. Last on the road 30 years ago. Dry garage stored but needs some restoration. Offers. To view - Contact Colin McCallum - Tel: 01360 850497, Buchlyvie, Stirlingshire.

The closest I could find to a Seven in the Technicki Museum, Warsaw

Cumbrian Capers 22nd—24th September 2017 Herding Hill Farm. Haltwhistle

To continue with the success of the Geordie Jaunt, I have arranged a weekend for us all a bit further west this year.

We will be on some new roads and views around Hadrian's Wall/Scottish Border and the Pennines to the south taking us into the Eden Valley. The weather has been booked for a cool 18 degrees with no rain all weekend.

The campsite has enough room for everyone and has a selection of 'glamping' accommodation for anyone travelling in their 7 but doesn't fancy camping.

Food and B&B accommodation is within walking distance of the campsite in Haltwhistle.

Their website is www.herdinghillfarm.co.uk. Please look on their website for further details regarding the accommodation offered.

If you're thinking of coming to the weekend, please give me a quick call first on either 07957570164/ 01914470336.

Look forward to seeing you!

Simon, Aileen and Fraser



Unconfirmed minutes of the Committee meeting of the Scottish Austin Seven Club Ltd
Held at the Red Deer Inn, Cumbernauld
22 March 2017

In attendance	Clare Young, Chairman	David Lodge, Secretary
	Charlie Carpenter, Treasurer	Gavin Boswell, Membership
	Jenn Wallace, Regalia	Anneke Wallace, Trophies
	Johny Johnson, Trophies	Chris Lambert, Committee Member

Item

Description

Action

1. Apologies.

Apologies were received from Simon Rooney and Neil Williams.

2. Adoption of previous minutes.

The minutes of the previous committee meeting were accepted. Proposed by Johny and seconded by Gavin.

3. Chairman's Report.

Clare had nothing to report.

4. Secretary's report.

David had nothing to report.

5. Treasurer's Report.

Charlie indicated that there was a balance of £3700 in the club account on 31st January 2017. The extended pages of the Newsletters will cost the club around £600 an issue as against £400 for 20/24 pages. As there are now only 6 newsletters the club will have an annual cost of £3,600 against 10 issues at £4,000. The current balance in the club account is £4070.

Info

6. Membership Secretary's Report.

Gavin reported that at the 22nd March 2017 we had 189 fully paid memberships. With the renewals coming in for this year, the membership at present sits at 142 members which includes the automatic renewals by SO on 1st April. We have had 4 members indicate they will not be renewing mainly because they have disposed of their car. This means that we have some 43 members whose still need to respond by the 30th April to avoid being removed from the Club membership.

Info

7. Meshing Point report.

Clare asked the committee if we should limit the number of pages in the MP to stabilise costs. A discussion took place and it was agreed that the maximum number of pages per magazine should be restricted to 40. Any additional items not in-

cluded in a particular magazine will be held for future magazines.

Info

8. Regalia report.

Jenn stated that she wanted to change from having a set stock of colours for clothing items. There is a wide variety of colours available and she will put a message into MP to inform members. Colour samples will not be available but she will provide colour descriptions. Some discussion took place over additional types of garment this included providing ladies t-shirts as well as men's, Jenn will look into this. Jenn will also consider opportunities to sell off existing stock. Jenn and Charlie will also look into the purchase of other, non-clothing, items.

JW / CC

9. Website Report.

Neil had nothing to report. Ruairidh Dunford had spoken to Charlie regarding some suggestions on how best to update the clubs web site. Charlie will speak to Ruairidh to determine the best person to speak to regarding making progress with this.

CC

10. Archive Report.

Gavin spoke recently to Phil Baildon who looks after the A7CA Archives and he will now receive the MP electronically for the Archives. Bill Millan gave Gavin a box with past MP's dating back to at least the mid-90's. Phil would be happy to take these along with one of our last remaining 40th Anniversary CD of electronic MP's to put in the archive. Gavin said that he could add the last 5 years worth of MP's electronically and this would mean the ScA7 Club MP's would now be archived nationally. Part of Bill's contribution was an AMC shop drawing of a 1929 Boat-tail, which the Archives would like too, as they do not have anything like this on file. Clare has indicated she would be able to take the hard copies of the MP's to Leicester and meet up with Phil when next going down to Kent, to save postage and to ensure they arrive with the Archivist.

Info

11. Event Secretary's Report.

Simon had nothing to report.

12. Electronic News Sheets.

The committee gave a vote of thanks To Ruairidh Dunford for the excellent news sheet and suggested that it continue in its present format.

Info

13. Guildtown Rally

Charlie confirmed that the rally dates had been booked. There was some discussion regarding attendance at site on the Thursday evening as we had only booked from the Friday and the club do not want to take advantage of or upset the Guildtown Committee. This situation would be clarified within the SA7C committee. Charlie presented the 'jobs' list for committee members during the event and this will be sent to David for clarification and then to the committee members to complete and return to Charlie. Some discussion took place over the number of trophies presented and how to present these to speed up the awards process.

The committee will consider only formally presenting the first place awards.

14. Any other business.

David presented the revised constitution of the A7CA which includes committee members only standing for a limited period. The revised constitution was agreed by the committee and David will ask Nick Beck to represent us, as usual, and to give our vote, at the A7CA AGM.

Further discussion took place over introducing a limited committee member term within our club and this will be presented for discussion at the AGM.

The meeting was brought to a close at 21:30 hrs

*Brought to our attention by a West of Scotland Correspondent,
a most excellent reminder...*

Emma Airey, Account Executive of RH Specialist Insurance writes:

One of the great things about owning a lovely classic vehicle is the pleasure you get from driving or riding it.

Sometimes, though, hopping on board for a trip isn't always the best idea.

Sometimes it makes a lot more sense to put your cherished vehicle on a trailer.

Vintage vehicles in particular can struggle to keep up with modern-day traffic. Or, if you're attending a concours meeting and have laboured at home the day before preparing your vehicle, there's not much point putting it through a murky morning drive on filthy roads on the day of the event.

Whatever the reason, trailers certainly have their place in the world of classics. Unfortunately, just like classics, trailers can go wrong. They have moving parts that can seize, tyres that can burst and chassis components that can break. And they are highly stealable. When your trailer is not in use, it must be secured with either a wheel clamp or hitchlock.

For very little outlay, you can secure damage, fire and theft cover for your trailer with RH Specialist Insurance. There's no upper limit on the trailer's value, and if it's 7 metres (22.9 feet) long or less, a damaged or broken one will be recovered to your nominated address at no charge.

With premiums from just £25, trailer peace of mind is pleasingly inexpensive. Get on to the RH team now and make the worries of 'trailer failure' a thing of the past.

Call RH now on **0333 043 3911** or email **classicuw@ers.co**



For Sale - 1933 Saloon

My husband, Gordon is now in the nursing home. We now sadly need to sell his 1933 Austin Saloon. I have the Log Book and receipts. My contact telephone number is 01561361376 or mobile 07840823757. I am seeking about £8500 but I will be open to offers. Kathleen Coutts.

Of some interest.....??????????????????

Powerspark Introduces Brand New Electronic DK4A Distributor for Austin 7 and Big 7

Classic car electronic specialists Powerspark Ignition have developed a new distributor suitable for the Austin 7 and Big 7. The Powerspark D31 Electronic Distributor is a direct replacement for the original DK4A Distributor, which has been out of production and unavailable for more than 50 years.

The original DK4A Distributor was fitted to Austin 7 and Big 7 cars from 1939 to 1947, meaning

owners of these cars can now buy an off the shelf electronic ignition system complete with the entire distributor. It is available as both positive and negative earth.

Featuring a top entry cap and screw in acorn connections, the new distributor comes with an up

to date electronic ignition kit to improve the reliability and consistency of the spark. The D31

Distributor also comes with a CA31 Distributor Cap, which can be purchased separately for those

customers not wishing to upgrade the full distributor housing.

Powerspark have been developing out of production distributors for the last six years, and can

provide electronic ignition systems for all manner of classic cars.

The new model joins Powerspark's extensive range of electronic distributors and ignition kits.

For more information contact:

Simon Lawther

Managing Director

Powerspark Ignition

simon@simonbbc.com

For Sale

1929 Austin Seven Special



Austin Seven Special with Fraser Nash style front axle.

Built by Maurice Geoghegan and Clifford (Bird) England, both of whom had considerable experience with Fraser Nash.

Chassis is late 1929, boxed underneath. Engine and gearbox are 1930's, big valves, a Jack French cam and modified hydraulic twin leading shoe brakes and starter motor.

A fantastic car that has been in the family for 29 years and needs a new family to love him as much as we have.

£14,750

Call Liz: 079 676 98 616 Email: redwelly@hotmail.com

Car is in Droitwich, Worcestershire. Viewings welcome

Club Regalia

- ◇ Wide variety of clothing bearing the Club Logo available to order.
- ◇ Hats, hoodies, overalls, jackets, kid's clothes and much more.
- ◇ A range of styles and colours will be available to view at Guildtown National Rally and the AGM.
- ◇ Order by 31st May for pickup at Guildtown.
- ◇ Order by 30th September for pickup at the AGM.
- ◇ Order anytime for postal delivery.

Contact Jenn Wallace at jenn_minto@hotmail.com to discuss your requirements.



Trade Adverts

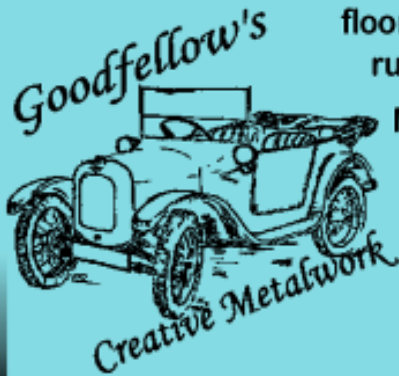
Goodfellow's Creative Metalwork

A range of new reproduction body panels are available for the following A7 models:-

- > Chummy
- > Box Saloon
- > Ruby



RP & Ruby Sunroofs, Sunroof rails, Chummy Wings floor pans, rear floor pans, sills, seats, fitch panels, running boards, battery box, inner wheel arches



Many more reproduction panels are available please call or email for parts list.

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Auchterhouse, Nr Dundee, DD3 0TS
Tel: 01382 320284
Email: metalwork@ossian4.co.uk

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Priced at £700 each fully machined, £600 for pre orders with £200 deposit; offer ends soon. www.7ca.co.uk



Hydraulic brake conversion £450.00

Girling brake drums, ideal for hydraulics £55.00

Sae straight 140 back axle oil £7.00

We have in stock a one-off alloy body built for a long wheelbase Brooklands-style car, as shown in picture. Priced at £3,900

Reconditioned front shackle set £35.00

Recon oil pump bored 1/32 o/size £30.00

Cast iron Nippy heads £175.00

Austin dummy mascot, 1920s copy £39.00

cars and spares always wanted parts manufacturers always wanted



call Tony
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free price list
www.7ca.co.uk



Ruby / Opal / Pearl, new rubber tool box lids for sale (to fit between front seats — as photo).

Excellent quality manufactured from new pattern.

Price £57 each plus £6 p+p per order.

Transmission tunnel covers (front section) still available.

Price £84 each plus £6 p+p

Tel. Grace Naulls on 01463 234208 or E-mail grace@naullsie.plus.com

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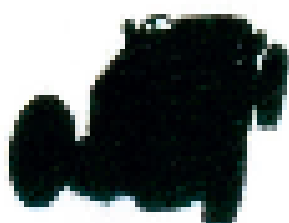
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Events Diary 2017

**Borders Raid 9—11 June
Neil and Andrea Williams**

**Guildtown National Rally 28—30 July
Entry Form Inside
Don't forget to Come
Run, Raffle and Dancing!**

**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)