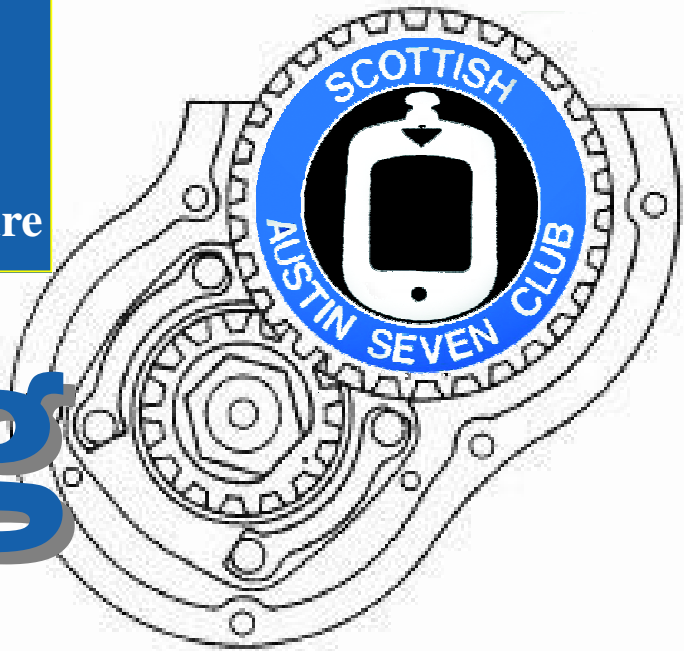


October 2017

Editor this month *Caroline Boswell*

Mighty Motoring in Miniature



# Meshing Point

*The Magazine of the Scottish Austin Seven Club*



## Your ScA7C Committee and other posts

**Chairman:** : Clare Young

62 Main Street, Upper Largo, Fife KY8 6EW

Tel: 01333 360663

Email: [clarebunny2@aol.com](mailto:clarebunny2@aol.com)

**Treasurer:** Charlie Carpenter

55 Braehead Ave, Milngavie, Glasgow G62 6DU

Tel: 0141 956 5428

Email: [Charlie.carpenter1@ntlworld.com](mailto:Charlie.carpenter1@ntlworld.com)

**Secretary:** David Lodge

The Bungalow, Coalhall, Ayr, Ayrshire KA6 6ND

Tel: 01292 591256

Email: [dandjlodge@gmail.com](mailto:dandjlodge@gmail.com)

**Membership Secretary & Club Archivist:** Gavin Boswell

2 Glenfield Road, Cowdenbeath, Fife. KY4 9EL

Tel 01383 510696

Email: [boswellcircus@btinternet.com](mailto:boswellcircus@btinternet.com)

**Regalia:** Jenn Wallace

Burnside, Nether Cloan, Auchterarder PH3 1PP

Tel: 01764 662280

Email: [jenn\\_minto@hotmail.com](mailto:jenn_minto@hotmail.com)

**Webmaster:** Neil Williams

Bankhill, Foulden Village, Berwickshire

TD15 1UH

Tel: 01289 386388

Email: [austin7neil@aol.com](mailto:austin7neil@aol.com)

**Events Coordinator:** Simon Rooney

3 Broom Lane, Wickham, Newcastle NE16 4QP

Tel: 0191 4470336

Email: [simon3004@aol.com](mailto:simon3004@aol.com)

**Trophy Coordinators/Committee members:**

Anneke Wallace

Tel: 019755 81266

Email: [annekewallace@btinternet.com](mailto:annekewallace@btinternet.com)

Johny Johnson

Tel: 019756 51276

Email: [johnyj@btopenworld.com](mailto:johnyj@btopenworld.com)

**Ordinary Committee Member:** Chris Lambert

The Old Post Office, Arncroach, Fife

Tel: 01333 720377

Email: [cwlambert@hotmail.com](mailto:cwlambert@hotmail.com)

**Non executive positions**

**“Around the Newsletters” Compiler:**

David Lodge, Club secretary

**D.V.L.A. Authentication:** David Lodge, as above

**A7CA Representative for ScA7C:** Nick Beck

81 Gloucester Road, Tewkesbury, Glos. GL20 5SS

Tel: 01684 292353

Email: [n.beck.gwynfa@googlemail.com](mailto:n.beck.gwynfa@googlemail.com)

**Meshing Point Editorial Team email:**

[editor@scottishaustinsevenclub.co.uk](mailto:editor@scottishaustinsevenclub.co.uk)

Judy Goodfellow

Caroline Boswell

Clare Young



**Press date for each issue of Meshing Point is the 15th of the previous month.**



The articles and views expressed and printed in Meshing Point and Newsletters are for the sole use of ScA7C members and their readership and must not be printed or reproduced in any other way without the express written permission of the ScA7C appointed representatives.

### USEFUL CONTACT INFORMATION

#### **Breakdown Cover**

When insured with Richard Hoskin Breakdown Cover is automatically provided. Emergency call-out numbers are: -

**UK Breakdown** 01277 720 763

**European Breakdown** 00-31-26-355-3344

#### *Spares and Service*

**The Red Cross Directory** is now online at [www.oldcarservices.co.uk](http://www.oldcarservices.co.uk)

#### **ScA7C Website:**

[www.scottishaustinsevenclub.co.uk](http://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:** Jill Charnley, 'Widget and her adoring family', see page 6.

**Contributors to this edition:** Caroline Boswell, Gavin Boswell, Ian and Jen Dunford, Ruairidh Dunford, Gerry Flockhart, Peter Kendrick, Harry Law, David Lodge, Gordon Macintyre, Carrie Page, Irene Stirton, Dick Warren, Clare Young.

# Editorial

What strikes me about your contributions to this edition of *Meshing Point* is how much our lovely little cars become part of our families. The cover picture of Widget and her adoring family shows this very well. Dick and his wife drove all the way to Lincoln for a family gathering—and Widget was the star of the show (see page 24). Ruairadh and family had a wonderful time pottering around the Dordogne and have shared some splendid photos with us (see page 16). Their car was more than a means of transport, it was an essential part of the holiday, and it has created a whole lot of wonderful memories for them all.

It is remarkable how many people were introduced to Austins by their fathers; obviously old cars strengthen father/son bonding! That is, except Peter Kendrick who was introduced to Austins by Irene (see page 28). I so enjoyed Gerry Flockhard's account of the treasure trove in his father's car—especially the teacake toaster (see page 21). Again, the car created happy memories. If the number of children running around at the rally at Guildtown is anything to go by, there is a whole new generation growing up with joyful memories of Austin Sevens.

I am delighted that new happy memories are being created all the time in the club, whether on special adventures and excursions or in the garage at home. *Meshing Point* is always delighted to receive your accounts of how you fixed that annoying leak or strange rattle. Sadly, we couldn't receive the stories about the Cumbrian Capers before the magazine had to go to print—perhaps next issue?

I remember once reading a lament in a motoring magazine when the author said "who will drive our cars when we can't anymore?" Well, the answer to that is: "someone who will love the car as much as you do." In the July edition of *Meshing Point* we advertised Gordon Coutts' Box Saloon for sale and in this edition it appears again with a new owner, Peter Lawrie: welcome to the club, Peter.

Gavin and I are looking forward to a great weekend at Blair Atholl. In this edition of *Meshing Point* I have included a mugshot of each person standing for a position on the committee. So now you know who wants your vote. Thankfully they will not be giving any election speeches! Please remember to bring your *Meshing Point* with you because I have also included the Minutes of the 2016 AGM (page 11) as well as the Financial Statement for the year ended 31st August 2017 (page 14).

I hope as many of you as possible will be able to come to Blair Atholl and enjoy the cosy hotel, roaring wood fires, good food and drink and, of course, great company.

*Caroline Boswell*

# Chairman's Chat

I hope everyone will by now have recovered from Guildtown and will be looking forward to the AGM at Blair Atholl.

When this magazine hits the mat a number of you will have been capering in Cumbria with Simon, proving that Hadrian's Wall is no barrier to the Sevens and their Pictish pilots. I look forward to hearing about the weather on this outing to see if Simon has the influence he claimed - "a cool 18°" (September *Meshing Point*). I am slightly concerned that we have indeed seen Storm Aileen and Storm Simon is on the list for the coming year.



Survivors of Cumbrian Capers and perhaps some more genteel folk will also be heading to the Kames Run before the AGM, so hopefully you will spend time discussing the issues that will become the meat of the AGM. Plenty of opportunity to offer your services to the Committee and cogitate the idea of who will be the next Chairman ....

I have booked our berth at the AGM, and all efforts are being made to convene a committee meeting in advance of the event. Further discussions may possibly take place around the fire after dinner on the Friday and all contributions will be welcome.

Whilst we still have some daylight after work I urge all of the Eastern Division to see if we can rustle up meetings under the care of John Davies. These may range from a rant, a pie and a pint to rebuilding your thingumygig in time for the next outing. Give the man a call!

Mavis has been pootling and tootling around the Neuk, and might be persuaded to nip out for a fish tea as the year moves on.

So from now until November please book your berth at the Atholl Arms, keep enjoying the byways of the land and stay steadfast and Seven!

*Clare*

# Membership Matters



During August I received three new member applications: Colin Johnston, from Monkton, Ayrshire who owns a 1934 green RP saloon; Peter Lawrie, from Broughty Ferry, Dundee, who has acquired the blue 1933 RP saloon which used to belong to Gordon Coutts (see photo); and Wanda Miller from my own town, Cowdenbeath, who has acquired a lovely cream and green 1935 Mk1 Ruby.

Welcome Colin, Peter and Wanda and we look forward to meeting you all at some future event.

The Club membership now stands at 189 members.

*Gavin Boswell*  
*Membership Secretary*

PS Paul Rickards has just e-mailed me to say that SA7C member John McKay has passed away, aged about 96 years. John has been a member of the club since the late 1970s. Our thoughts are with his friends and family.

# Austins on Jersey



*Carrie page*



# The AGM and Winter Weekend 17th-19th November 2017 Atholl Arms Hotel, Blair Atholl, Perthshire

Our AGM weekend will again be held in the Atholl Arms Hotel, a lovely venue situated at the north end of the village of Blair Atholl adjacent to the train station. The Hotel has 31 rooms and if we book the majority of these we will have exclusive use of the dining room for our evening meals and raffle/awards ceremony. There is an open fire with comfy seating in the reception area and an open fire in the dining room so it should be nice and cosy to keep out the November chill. There are two bar areas, plenty of seating and lovely views from the majority of the rooms.



The AGM will be on Saturday 18<sup>th</sup> November at 11 a.m. We will have an evening meal at 7:30 p.m. on Saturday, followed by the raffle and awards ceremony. Raffle donations are needed for this much enjoyed event.

Trailer parking will be in the car park at the rear of the Hotel. Austin 7 parking is directly in front of the Hotel.

To book, please call the Hotel using the contact details below. Credit/debit card details but no payment will be taken at the time of booking:

Atholl Arms Hotel  
Blair Atholl  
Pitlochry  
Perthshire  
PH18 5SG  
Telephone - 01796 481205  
info@athollarmshotel.co.uk  
www.athollarmshotel.co.uk

Please note that there are a couple of Atholl Hotels in the area and there is an Atholl Arms Hotel in Dunkeld so please only use the contact details above when booking. The one we are staying at is in Blair Atholl next to the train station.

*David Lodge*  
*Secretary*

# Committee Profiles and Nominations 2017-18

The 15th Annual General Meeting of the Club as a limited liability company will take place on Saturday 18th November 2017 at 11.00 am in the Atholl Arms Hotel, Blair Atholl, Perthshire.

Items for discussion and proposals for Committee Members should be forwarded to me in writing as soon as possible for inclusion in the agenda.

Hope to see you there,

*David Lodge—Secretary*

## **Clare Young (Chair and Director)**



Clare and her husband Steve have owned a Ruby for four years. They also joined the Club four years ago. Clare is a very supportive member of the club. She is active at Guildtown, leading the period dress parades (with dresses she makes herself) and has taken on the joint task of editing *Meshing Point* in a very professional way. She has been the Chair for two years and has proved a worthy chairwoman. Her

background in social work and as a Justice of the Peace proves that she has the ability and enthusiasm to lead the committee and to benefit the club as a whole. Clare is keen to continue in this role for another year. Clare is required to retire as Company Director this year but is keen to stand for re-election for another two years.

## **David Lodge (Secretary/DVLA Rep and Director)**



David has been an active club member for several years attending club events with his wife Joan, in her Opal. David has been the Scottish Co-ordinator for the Singer Owners Club and was Secretary of the Fife Historic Vehicle Club for a number of years before owning his first Austin Seven. David is keen to continue in his role of Secretary for another year.



### **Marion Morrison (Treasurer/Company Secretary)**



Marion has been a member of the Scottish Austin Seven Club for around 12 years. It all started when Simon Rooney invited her and her husband Geoff along to Guildtown. They were hooked. Two A7s, one daughter, many happy A7 events and a move to Aberdeenshire later the Austin Seven Club has become an extended family to them. They currently have a Mark 2 Pearl Cabriolet. Marion had to get Geoff to tell her what it was as she can't claim to know her Chummies from her Rubies – not unless she guesses really well. No, for Austin Seven car knowledge she would have to steer you towards Geoff and many other knowledgeable individuals in the club. What she can tell you is that she does know about numbers and keeping books and she is delighted to be nominated as Treasurer for the club.

### **Gavin Boswell (Membership Secretary and Archivist)**



Gavin's interest in Austin 7's began when he was 14 years old when his father bought a 1927 Special in Zimbabwe. Gavin now owns 2 A7s, an AE Chummy and a RP Box Saloon. Both cars are used for club events. For a few years Gavin put together the club photo album recording events. At present he over-see's the Club archive collection of past MP's, A7CA magazines, annual rally programmes and some other material. The MPs are digitalised as well as some of the photographic material. Gavin is keen to carry on the role of Membership Secretary and Club Archivist for another year.

### **Simon Rooney (Events Co-ordinator)**



Simon has been around Austin Sevens since his father bought his first ruby in 1971. He has helped run club events over the past few years. He campaigns in a 1932 AH tourer with his family and is currently building a 7 based Dellow Mk1 for his son Fraser. Simon is keen to continue in this role for another year.

### **Neil Williams (Website co-ordinator)**



Neil joined the club several years ago after having been left an Ulster Rep from a dear friend. He wants to share his new passion with others who enjoy Austin Sevens. Neil now also has a Box Saloon and attends as many club events with his wife Andrea as time allows. Neil wishes to concentrate on updating the club's website and is keen to continue in this role for another year.

### **Jenn Wallace (Regalia)**



Jen has been a member of the club for a few years now. She and her husband, Jamie, attend club events with their two young children, Brannen and Ailsa, in a Mk2 Ruby which Jamie inherited from his father. Jenn is keen to continue running the club regalia and to develop the products on offer for another year.

### **Anneke Wallace and Johny Johnson (Trophy Coordinators)**



Anneke and Johny were co-opted on to the committee last year to carry out the role of Trophy Coordinators, a job which they have fulfilled very expertly. Both Anneke and Johny are keen to continue in their joint role as Trophy Coordinators.



### **Chris Lambert (Committee member)**



Chris' interest in classic cars was first kindled when his father bought a new E-type Jaguar many years ago. Since then he has been in the TR Register for 28 years. His interest in A7s started when Ruairidh moved into his road and he was intrigued by these really cute cars. Ruairidh encouraged him to come to Guildtown and sourced his first A7, a box saloon. He sold this car to John Butler and bought a chummy. He has now sold the chummy and re-purchased the box saloon.

Chris is keen to continue his role on the committee.

### **Nick Beck (A7 Clubs Association Representative of ScA7C)**



Nick Beck has generously offered to continue representing our Club at meetings of the Association.

# AGM 2016 Minutes

## UNCONFIRMED MINUTES OF THE SCOTTISH AUSTIN SEVEN CLUB LTD FOURTEENTH ANNUAL GENERAL MEETING HELD AT 11.00 AM ON SATURDAY 19 NOVEMBER 2016 AT THE ATHOLL ARMS HOTEL, BLAIR ATHOLL

### 1 Chairman's welcome and introduction

The Chairman welcomed 38 members to the 46th Annual General Meeting, our 14<sup>th</sup> as a limited company.

### 2. Apologies for absence received from:

David and Joan Lodge, Brian and Marion Hopkins, Ian and Nicky Waugh, Giselle Flockhart, Caroline and Nick Beck, Jan and Munro Gold, Heather Goodfellow, Kevin and Marie Cunningham, Peter and Irene Kendrick, Michael and Brenda Pell, Finlay MacFarlane, Harry and Rosie Law, Marion Boswell, Ronnie and Gillian Carpenter, John and Susan Rooney.

### 3. Adoption of Minutes of last AGM held on 14 November 2015

There were no amendments to the Minutes and a motion to adopt was proposed by Fergus Dobie and seconded by Geoff Morrison. All were in favour with no abstentions.

### 4. Matters arising

There were no matters arising from last year's AGM.

### 5. Chairman's Report

The Chairman presented her report for the year. The full report will be published in a future edition of *Meshing Point*.

### 6. Secretary's Report

David Lodge was unable to be present and had sent a copy of his report as follows:-

The Committee held two meetings this year in February and September in Killearn and they also discussed matters by e-mail.

Neck Beck continues to represent our Club at A7CA meetings and reports back on matters requiring our attention and we are grateful for his efforts.

As the Club's DVLA Authenticator David has had only one enquiry which was successful. He reported that he will keep the Club updated regarding the on-going DVLA legislation with the issue of age-related registration numbers.

### 7. Membership Secretary's Report

The club membership at 31 March 2016 was 191. Renewals came in steadily and we experienced no problems with the standing orders. Ten members notified us that they did not wish to renew and an additional five have allowed their membership to lapse. Since 1<sup>st</sup> April we have had six new memberships making a healthy total of 182. Of this membership 73 members receive *Meshing Point* only whilst 109 members receive both *Meshing Point* and the A7CA magazine.

Roger Brown, the A7CA Surviving Register Registrar, has been given the car details of those members who updated or have given new car details.

Gavin Boswell recorded our sadness at the passing of members Reg Naulls and Peter Rowe.

### 8. Treasurer's Report and Adoption of Accounts

The Treasurer reported another successful year with a small surplus in the bank and a very successful Guildtown rally making a profit of £467. This was due mainly to the generosity of members sponsoring wine, a donation towards the beer and various raffles and tombola stalls. The sum of £92 was raised by

our Chairman offering her services to sew a period dress. He thanked the membership for their donation of raffle prizes, bottles for the Whisky Roll and the overall support by members for our club.

The auditors, Accountants Plus, have prepared the accounts for submission to HMRC and Companies House. Profit for the year was £431, club funds at bank are £5,535 against last year's end of £5,315 which is an increase of £220.

Two items of additional expenditure were the new computer at £433 and the missing A7CA subscription from 2014/15 as no invoice was received. Without these two payments we would have had a £1,324 surplus. There is no corporation tax to be paid this year.

*Meshing Point* is still the major expenditure at an average of £400 for each issue including postage. The cost for 10 issues is £4,000 out of the £5,134 taken in subscriptions during the year.

The Treasurer asked for any questions regarding the accounts but there were none. The adoption of the accounts was proposed by Ruairidh Dunford, seconded by Andrew Goodfellow and carried unanimously with no abstentions.

## 9. Election of Committee Members

The Committee profiles are as included in the October 2016 issue of *Meshing Point*.

Michael Pell has stepped down as Ordinary Committee Member and the Club wish to thank him for his considerable services in the past.

Club members Chris Lambert and Jenn Wallace have offered to serve on the Committee.

Chris Lambert was proposed by Gavin Boswell and seconded by Ruairidh Dunford.  
Jenn Wallace was proposed by Tanya Dunford and seconded by Fiona Dobie.

All the Committee members were willing to stand for re-election and were voted in *en bloc* with no-one against.

Chairman – Clare Young  
Secretary and DVLA representative – David Lodge  
Company Secretary and Treasurer – Charlie Carpenter  
Membership Secretary and Archivist – Gavin Boswell  
Events Co-ordinator – Simon Rooney  
Website Co-ordinator – Neil Williams  
Regalia – Jenn Wallace  
Trophies Co-ordinators – Johny Johnson and Anneke Wallace

## 10. Appointment of Directors

Each Director serves for two years. David Lodge is required to retire but is willing to stand for re-election for another two years. Clare Young has replaced Geoff Morrison as a Director. This was proposed by Ruairidh Dunford and seconded by Geoff Morrison. This was carried unanimously with no abstentions.

## 11. Appointment of independent examiner

We do not require to have our club accounts audited by an independent auditor as they are now prepared by professional accountants, Accountants Plus, who do this free of charge. Charlie Carpenter will ask them to look over our accounts again this year.

To continue to use Accountants Plus was proposed by Judy Goodfellow and seconded by Johny Johnson. This was carried unanimously with no abstentions.

## 12. Any Other Business

12.1 There have been a few problems with *Meshing Point* over the year due mainly to a lack of content and issues with technology. The Committee proposed that we change to six full *Meshing Points* per year. Each issue would then probably be a little larger with more articles. The Chairman felt we should have ample material within the club and be able to receive more contributions from members. In addition to the six *Meshing Points* there would be four A4-size News Sheets to be circulated each year and this would be done by e-mail. This would ease the work of the Editors and would save postage costs. Membership renewal forms, Guildtown entry forms and AGM documents will be posted with the A7CA magazines. About 80% of our membership have an e-mail address. The News Sheet would be circulated by email where possible. Members who do not have

e-mail will receive it by post. Each News Sheet will be e-mailed as an individual e-mail and not sent to multiple e-mail addresses.

Fergus Dobie thought this was an excellent idea and would cut down costs and there would be more content in the *Meshing Points*.

Judy Goodfellow wondered if the newsletter could be accessed through the website. As an Editor, she would prefer not to have to mail sheets.

Gavin Boswell agreed editors would not want to print out labels. He suggested it would be onerous for editors to print out 20 or 30 News Sheets on their computer or printer and it would be better if one person could handle envelopes and printing. He suggested they could copy the News Sheet to him and have one person handling envelopes and printing.

Tanya Dunford suggested Facebook could be used.

Charlie Carpenter said his company could handle the issue of News Sheets at no cost this year

Ruairidh Dunford also volunteered to do this on-line with Mail Chimp.

The Chairman asked if everyone was satisfied. He said that members will have more time to make contributions to *Meshing Point* and called on all members to submit articles and photos.

To change to six *Meshing Points* and four News Sheets per year was carried unanimously with no abstentions.

12.2 The Red Cross Directory for parts, products and services will be on sale after the meeting at a cost of £3 each.

12.3 Gavin Boswell had researched alternative venues as it had been decided to hold our AGM at the present venue of the Atholl Arms Hotel for three years and this was our third year.

Geoff Morrison said he did not have a problem with moving but asked why we should move as the present venue was excellent. This was discussed and various members agreed that the present venue was very good indeed. The Chairman asked for members to vote and it was unanimously decided that we should remain at the Atholl Arms Hotel for next year and alternative venues can be considered when suggested by members. Gavin Boswell was thanked for his hard work in researching venues.

12.4 Regalia – Jenn Wallace has introduced different items and colours of regalia. She has prepared a questionnaire and if there are any new products members would like they can make suggestions which she can then research.

12.5 Ali Sutherland kindly donated a quantity of A7 spanners to members at the AGM.

12.6 Simon Rooney asked if anyone would like to consider arranging a run in October – perhaps with either a one or two night stay.

12.7 Fergus Dobie commended Gavin Boswell for his assistance at Guildtown and for his tireless work during the whole weekend.

### **13. Setting Date of Next Meeting**

The next meeting will be held at 11.00 am on Saturday 18<sup>th</sup> November 2017 at the Atholl Arms Hotel, Blair Atholl

### **14. Annual Awards Ceremony**

The Chairman advised that the awards would be presented after dinner in the Atholl Arms Hotel this evening.

*David Lodge*  
*Secretary*

# AGM Financial Statement

Registration number: SC233785

The Scottish Austin Seven Club

Annual Report and Unaudited Financial Statements

for the Year Ended 31 August 2017

## **The Scottish Austin Seven Club**

### **Company Information**

#### **Directors**

David John Lodge

Clare Young

#### **Company secretary**

Charles George Carpenter

#### **Registered office**

55 Braehead Avenue  
Milgavnie  
Glasgow  
G62 6DU

## **The Scottish Austin Seven Club**

### **Directors' Report for the Year Ended 31 August 2017**

The directors present their report and the financial statements for the year ended 31 August 2017.

This report has been prepared in accordance with the micro-entity provisions of the Companies Act 2006 and in accordance with FRS 105 The Financial Reporting Standard applicable to the Micro-entities Regime.

#### **Directors of the company**

The directors who held office during the year were as follows:

David John Lodge

Clare Young

#### **Small companies provision statement**

This report has been prepared in accordance with the special provisions relating to companies subject to the small companies regime within Part 15 of the Companies Act 2006.

Approved by the Board on 18 September 2017 and signed on its behalf by:

.....  
Clare Young  
Director

**The Scottish Austin Seven Club**  
**Statement of Directors' Responsibilities**

The directors acknowledge their responsibilities for preparing the report and financial statements in accordance with the Companies Act 2006, and all applicable law and regulations.

Company law requires the directors to prepare financial statements for each financial year. Under that law the directors have elected to prepare the financial statements in accordance with United Kingdom Generally Accepted Accounting Practice (United Kingdom Accounting Standards and applicable law). Under company law the directors must not approve the financial statements unless they are satisfied that they give a true and fair view of the state of affairs of the company and of the surplus or deficit of the company for that period. In preparing these financial statements, the directors are required to:

- select suitable accounting policies and apply them consistently;
- make judgements and accounting estimates that are reasonable and prudent;
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the company will continue in business.

The directors are responsible for keeping adequate accounting records that are sufficient to show and explain the company's transactions and disclose with reasonable accuracy at any time the financial position of the company and enable them to ensure that the financial statements comply with the Companies Act 2006 and in accordance with FRS 105 The Financial Reporting Standard applicable to the Micro-entities Regime. They are also responsible for safeguarding the assets of the company and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

**The Scottish Austin Seven Club**  
**Income Statement for the Year Ended 31 August 2017**

	Note	Total 31 August 2017 £	Total 31 August 2016 £
Turnover		10,296	8,256
Cost of raw materials and consumables		(3,045)	(2,200)
Depreciation and other amounts written off assets		(143)	(372)
Other charges		(4,721)	(5,477)
Surplus before tax		2,387	207
Taxation		-	225
Surplus for the year		2,387	432

The club is in a healthy financial position thanks to the generosity of club members buying so many raffle tickets, supporting the club stalls and sponsoring the beer, wine, etc at Guildtown. Thank you so much.

*Charlie Carpenter*  
*Treasurer*

# President's Patter



I must apologise to Judy for missing the last *Meshing Point*. We had three deaths in the family, not too close but never the less, harrowing.

It is an honour and a privilege again to serve the Scottish Austin Seven Club, I have never stopped loving them. It started in 1943 when I was nine years old. My father, a truck driver and singing bar man, had saved enough money to buy a car, We went to look at black Rubys, several I loved but he did not. We bought a 1935 Hillman Minx. It lasted until 1954. I sat my first test in it.

The inspector failed the car, not me! "Come back with a decent car" he said.

My love for the Ruby remained. I discovered that an old guy, a friend of my father's, Joe Donnelly, had a black one, I was hooked! I inveigled myself into his large garage and workshop which was only 100 yards from our house, I polished all his large eight-cylinder American cars He started them on petrol then switched on to anything he could find, beg, borrow or steal. Petrol was hard to come by during the war. He told me they would run on almost anything as long as they had eight cylinders. I persisted with the work and he promised the Ruby to me when I was old enough. I still worked for him after I became an apprentice joiner.

I started my apprenticeship when I was 14 years old. Five years on, I still worked for him. It was then agreed I had earned the cost of the Ruby at £25. When my father and I went to collect it, he had sold it for a better price! He said, "Take that Rolls." We declined and I got my hard-earned £25. I wish I had taken the Rolls! It had belonged to Jimmy Logan, the Scottish comedian . . . Wishful thinking.

My father advised that a Ruby might be hard to run so why not try a three-wheeler which would cost the same as a motor cycle to run and I had my licence for that. We found a Rally Safety Seven for sale at £3. It was a 1934 with a 1928 mag. ignition Austin 7 engine and looked like an MG from the back with one wheel at the front. It had four seats and bald tyres. Unfortunately none of us knew anything about magnetos. But we discovered an old guy who did. He took it and put all new points and platinum distribution bits in. It worked a treat and we put in a gallon of petrol which cost about 14 pence. No starter, no handle, I piled in, the boys pushed and away she went. Wonderful! I had to blank off the reverse gear as you were not allowed this on a motor cycle licence, well, it was *almost* blanked off !

To be continued

*Harry Law*



# Thank you from the Dunfords

*We have now returned to Englandshire after a three week celebration of our Golden Wedding Anniversary in beautiful Scotland.*

*We have had the most wonderful time, the highlight of course at Guildtown where we were completely overwhelmed by the amazing welcome you all gave us. As you probably noticed our Ghasts were Flabbered on entering the hall and for once in his life Ian was lost for words and bewildered.*

*We knew that Ruairidh and the MacDunfords would be present of course but to find our daughter and her family present, when three days previously we had said our fond farewells for what we had thought would be at least a month was quite surreal. Then Ian's younger brother Duncan, who is not normally allowed out of Somerset without a guard, gilded the lily.*

*We had a wonderful Ceilidh dancing with our granddaughters which conjured up happy memories for us of our first meeting at Scottish Country Dancing class in Bristol in 1958.*

*Thank you all for giving us such a wonderful surprise and delightful start to our celebrations. The Scottish Austin Seven Club is a magnificent institution of which we are very grateful to be members.*

*Ian and Jen.*



Watching the wedding video . . .

# Monty on Tour Part VI

## The Dordogne and beyond...

We had found travelling on Sundays to be a good thing, the roads are virtually empty and lorries are not permitted to travel unless carrying fuel supplies and the like. With no tent to pack we were able to depart early and make the most of the cool air so loved by the Zenith.

Our goal for this drive was the town of Belves in the Dordogne – back in 1990 I had spent time with my parents in their Twelve and several other friends in Sevens. It was a hot day and as the journey was not too long we spent time exploring places. We drove north passing Fumel, Bonaguil, Villefranche with memories from a similar route in my father's Chummy whilst on honeymoon 12 years previous. Soon we arrived at a fantastic campsite just south of Belves with the Gibson family (this proved a turning point for them as they enjoyed the Seven so much they bought one on their return to Scotland a few weeks later!) and were able to spend four days exploring the super scenery and soaking up the wonderful heat we were experiencing. I had to fill the gearbox once more – none the wiser as to why it was emptying. I resolved, "if it's not causing problems, I'm not going to touch it".

Leaving Belves we made for the village of Excideuil north east of Perigeux where my Rosengart friend Maurice lives. After showing us his collection we had a super meal followed by his own Eau du Vie! It was good to see him again after many years and also very interesting to see and drive his cars.



Driving the Rosengart

From Perigeux we took a long route north to Richleau where we house-sat for Austin Seven friends who were holidaying in England for the week. It was nice to sit on a sofa again, do long overdue washing and, best of all, have use of a fridge!

The week passed quickly and we soon found ourselves travelling (on a Sunday again) north towards Le Mans. Here we stayed a Camping Retro where you can rent 1960s and 1970s caravans to stay in. MG friends from nearby joined us bringing a lavish five course picnic for us all – it was quite spectacular. We

visited the nearby villages, which are very old and reminded me somewhat of Castle Combe.

Soon the very last day of the journey through France was upon us. Typically the weather was poor as we drove into Normandy and on towards the Coast. Near Caen the car lurched right and I suspected a puncture – true to form, in pouring rain, I was forced to swap to the spare. Cold wet and in a bad mood I was in no mind to put up the tent for one last night so we booked into a hotel right on the sea front. The rain subsided and we were able to explore Courselles sur Mer, the beach and the seafood restaurants. Daisy got her mussels and I got my plateau du fruits du mer – all in a very fitting and satisfactory end to our time in France.



Daisy gets her mussels

Next day we caught the 14:00 from Ouistraham landing in Portsmouth around 7pm. By 9 pm we had navigated back through the lanes to Midhurst enjoying wine and cheese we had brought to our friends.

As we sat in their house looking out on the Chummy it was hard to take in the journey the car had just carried us on. Five weeks of travelling, over 1,800 miles covered without one single mechanical failure; two punctures and one blocked carburettor jet our only let downs. The engine used just under one pint of oil whilst the gearbox used three. We averaged 25 miles to the gallon and weighed in at just under  $\frac{3}{4}$  of a ton fully loaded.

It is unlikely that we shall be able to undertake such a journey again in this car as the girls will be far too big. They endured 9-hour driving days throughout the trip in

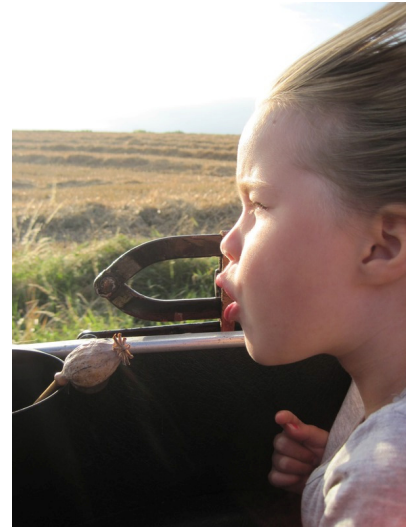
searing heat, mostly they sang and looked at the scenery bumbling by. We met many lovely people, ate lots of delicious food and have very happy memories of a summer well spent. I encourage any of you who like the sound of such a trip to do it, but do remember good planning, preparation and patience are essential!



*Ruairidh Dunford*



Bastide



Poppy's microphone



Monpazier



The final picnic of the trip

# Does Your Thrust Race Shriek?

One part of the car's mechanism needing periodic attention is the clutch thrust race. It's permanently out of sight, and might easily go out of mind – or you might simply turn a blind eye to it (not a good idea). Perhaps this prompted Austins to change it as time passed. For the Big Seven, introduced in 1937, the Austin Handbook says on page 37: "No lubrication is required at the clutch", there being a carbon ring and housing in this model: not a thrust race.

Yet on the Seven this thrust race does need oiling now and then. Without oil it will make noises of protest (which should prick our consciences), and the chance of failure sooner, rather than later, is bound to increase. The "Handbook" (1930 issue), under "Clutch", says "It is necessary to lubricate the operating ring ... once a week with oil", given that (per page 12) "... the maximum mileage per week does not exceed 300". To do the oiling I have to burrow under the carpet below the dashboard and expose an inspection plate on the flywheel housing. After loosening two set screws I can lift this off, giving access to the "oil pipe" (to use the terminology of the Austin "List of Spare Parts") on the thrust bearing housing for receiving oil from an oilcan. After injecting oil I replace the cover plate and reinstate the carpet.

As the years pass I increasingly welcome ways to maintain my Sevens which reduce the amount of crawling around ... and in this case it's so much easier to think to myself that the whole operation can just be put off until *next* time the car is going out!

Consequently, I was intrigued in mid-2016 to see a "7 County Austins" (Tony Betts) advert offering a "3-speed-gearbox oiler". Having enquired how it worked, I bought one (see photo). You attach it to the flywheel housing in place of the normal inspection cover, using two setscrews. It's engraved "Austin 7 Clutch Oiler made by Prima Co Ltd Birmingham". It's a substantial cast brass plate with a mounting for an oil cup, and at the back of the plate is soldered a short piece (say 3/4") of 1/8" tubing leading from the oil

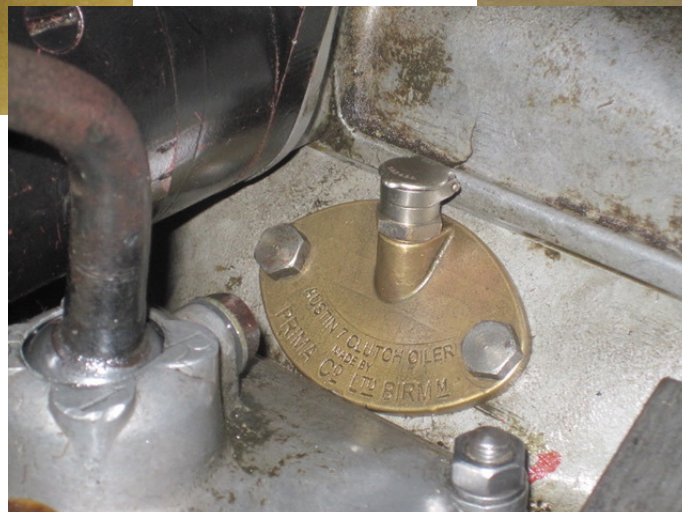


cup, and angled down to end above the oil hole on the top of the thrust race (left after unscrewing and discarding the "oil pipe"). In the case of my Prima oiler we had to substitute the tube supplied by another, just slightly different, to get it to drip straight into the thrust race. Milford Vintage Engineering fitted my Prima oiler, and to get the copper tube to end in just the right place they used mirrors to watch the oil dripping in.

So: now all I have to do is to turn back the corner of the carpet beside the gearbox dome, flip open the cap of the oil cup on my Prima oiler, squirt in a couple of drops of engine oil and the task is done – so much quicker and more effortlessly than before. I shall make it standard practice to do this before each outing, with my infrequent use of the car, but I shall limit the oil injected to a couple of drops, to avoid the risk of surplus oil getting on to the clutch linings.

Tony Betts' advertisement of the oiler didn't appear in *Meshing Point* I saw it in one of the other clubs' magazines. Though the advertisement does talk of it being for the *three*-speed Seven gearbox, Tony has told me that he believes that the oiler can be adapted for the four-speed box ... and in any case the one I have had to have its original short brass pipe substituted by a similar size copper pipe, to enable this to be bent to deliver oil to the right spot.

*Peter Kendrick*



# Planning for Guildtown 2018

Driving back from Guildtown after another great SA7C rally the decision to return in 2018, this time with the Boyd-Carpenter, had already been made by the time we got to Dunblane.



The car was bought at auction (lot no 64) in 1971 and formed part of the display organised by the SA7C at Doune Motor Museum, coinciding with the Lothian Car Club's September hill climb meeting later that year. It was also part of the static display at the first Doune rally in 1972 but it was another 21 years before the car next appeared as an "entry proper" at the Doune rally in July 1992. Following this first outing the car, Mother and Father immediately then set off on the 750 Motor Club's Euro Tour in August visiting seven countries, covering 1,989 miles and climbing three alpine passes during the two week trip. The car was then in regular use up until the mid 2000s by which time getting in and out of a car without doors was too much for Father and he reverted to his favourite A7, his bright yellow Type 65, and mother's RN Box Saloon. The Boyd-Carpenter re-appeared for the 40<sup>th</sup> anniversary at the Guildtown rally in 2011 and then again in 2014 when it was paired up with the Wragg Single Seater.

Although I've now committed myself to bringing the Boyd-Carpenter to Guildtown in 2018 at least I've given myself 12 months to get it back on the road. The more obvious repair jobs such as the cracked windscreen and perished wiper vacuum hose shouldn't be a problem but some of the other issues might become a bit more complicated.



During the car's first restoration Father made up a remote gear change out of a variety of bits, including a rear brake cable clevis and parts from a commercial vehicle wing mirror. Although functional it was a bit of a porridge stick and I always thought it looked a bit out of place. Some years ago I bought a set of rough castings for an Eltos gear change but only got so far with the machining. This has now been completed and after a bit of hassle with clearance around the speedometer cable and prop shaft tunnel this is now ready to be bolted on.

The current engine with LAP overhead valve cylinder head was fitted into the car in 1999. At the time, I couldn't find a period Claudel Hobson carburettor as mentioned in the Motor Sport road test of September 1930 so

fitted a small 20mm Cox Atmos side draught with an even smaller choke just to get things going. The carburettor inlet on the LAP head is located 3 inches higher than the inlet ports on a standard block and, once fitted, the float chamber on the Cox Atmos ended up being 10 inches higher than with the normal 22FZB updraught carburettor. As a consequence, the gravity feed from the scuttle tank is virtually non-existent unless you keep the tank full which caused all sorts of fuel feed and air locking problems.

Father wouldn't contemplate the fitting of an electric fuel pump and converting the car to a pressure tank system was considered far too complicated; so Father did what he always did and came up with a cheap and cheerful easy alternative involving vent pipes running from the carburettor back up to the petrol tank. Although practical I was never convinced it was a true solution to the problem so I have fitted an up-draught carburettor, which will restore the gravity feed system to a more conventional design. Having "talked the talk" in *Meshing Point* a few issues back I've decided its only right that I now "walk the walk" and fit a 30mm Solex.

I do have a few other issues with the car. Firstly, my legs aren't long enough to reach the pedals but this is only a minor problem because no matter how I try, with or without shoes, I just can't get my feet into the space between the steering column and the offside of the bodywork. In 48 years it's the only Austin 7 I've never been able to drive which is going to make the Guildtown Saturday run a bit difficult!

While trying to engineer a solution to this spatial dilemma I lifted out the floor boards on the driver's side and made an unexpected discovery. Cunningly stowed away in the space between floor and under-tray, mounted between the chassis



rails, I found a fitted wooden box containing a jack, wheel brace, oil can, grease gun, and a piece of emery to clean the points. There seems to be one item missing which I'm guessing was part of the jack handle, possibly when used with the pointy stick?



Spurred on by this find, I had a look under the driver's seat squab and found another hidden trapdoor covering a small compartment but this only yielded a few dusters, one random 1/2 BSF spanner and a bakelite radiator cap which must have been used to replace the Boyce meter when leaving the car parked. No real surprises under the passenger seat squab, yes, another trapdoor but this only gave access to the cradle for the battery.

Totally distracted from my pedal problem I went for the final reveal under the passenger side floor to find a strange mesh tray device mounted over the silencer. Could this be the ultimate in pre-war accessories as fitted to Boyd-Carpenters – the rare and usually unrecognised built in tea cake toaster!



Father never knowingly refused a mid-morning coffee accompanied by sticky bun or piece of cake but such roadside delights were not always on offer when necessary comfort breaks had to be made. Before setting off Father would wrap up a couple of tea cakes in a piece of foil and sit them on top of the mesh before replacing the floor to hold them in place. At any convenient lay-by when a stop was required out came the thermos of coffee, up came the floor boards and the nicely toasted teacakes unwrapped

for eating. Not found the fridge for the butter and jam yet but it's probably concealed under the floor in the boot.

Which reminds me, must add another item on the to do list – must fit more efficient heat insulation around the exhaust pipe to stop my passenger's buns from getting toasted!

To be continued.

*Gerry Flockhart*

# It's a long way to Lincoln

Well, perhaps it's not really that far, but the comment was brought about by an invitation to a family gathering near Lincoln in the summer. It just happened to arrive at the same time as our 'new' 1937 Austin Seven Open Road Tourer WG5545 (going by the name 'Widget'). I made a very silly and ill-considered statement that "we could go in Widget". I didn't mean it of course but the utterance took on a life of its own and we just couldn't forget it. So much so, that when we



travelled in our modern car down to Lincoln in the spring, we did explore a route that avoided the A1 – just in case – and not much later we booked a couple of B&B's located on or near that route. We still knew that we wouldn't go ahead with the trip. I quite liked the idea but didn't fancy having to drive all the way back after the event. No chance!

We spent a lot of time during the spring and early summer driving Widget around the Borders, including a couple of afternoon trips of around eighty miles. The trip to Lincoln was beginning to appear more possible. There was a major set-back after I tried researching what spares I would need to take with me. One club site gave a list of the minimum requirements which included a complete distributor, a working dynamo, a halfshaft and a spare gear lever among a very long list. It would seem that I would probably have to acquire a spare car that I could cannibalise. (I eventually set out with enough spares to keep sparks sparking and fuel flowing. The rest was covered by having the phone number of the rescue service writ large on a piece of card!)

Eventually there were just two conditions that had to be met to enable the trip to go ahead. The first was that we should have at least 500 miles of trouble-free motoring in the Borders before the trip and the second was that we would not leave without a good weather forecast. When the time came to leave we had logged over 600 miles and the forecast was for thunderstorms and torrential showers with the chance of some local flooding – no problem there then!

The first nearly one hundred miles was along the A68, which more or less follows the line of the Roman road Dere Street. It's a fine route with excellent views and not much traffic. What it does have is some very steep hills, both up and down. The road crosses several major rivers, the Tyne, the Wear, the Derwent and the Tees and usually where the valley sides are steep.

The first barrier is a climb over the Cheviot Hills at Carter Bar. It's not much of a barrier in the summer, the bends are beautifully engineered and, anyway, Widget had already climbed to the top some weeks before. At the very summit we drove into hill fog! I'm not very tall, and when I'm in the driving seat the one instrument I can't see is the ammeter. Now on the few occasions I've remembered to lean forward to look at the ammeter the needle has always appeared vertical – neutral. Bearing in mind that the ignition warning light never lights up and the fuel gauge always shows empty this has never caused any worry but, on top of Carter Bar when I turned on the headlights the needle sprang into life, leaping perilously to the left. I turned the lights off at the first opportunity.

The first river encountered is the fairly inconsequential River Rede but even so it means a dramatic plunge into the heart of the village of West Woodburn followed by a steep scramble out - and then there's Ridsdale! All went well until we climbed onto the County Durham moors approaching Tow Law. Here we were met by a lot more hill fog. Fortunately the traffic was light and I negated the problem by staring ahead and on seeing the lights of an approaching vehicle I switched on my own – then turned them off as soon as the other vehicle passed.

Fortunately this lasted for only a few miles and at the top of our final stiff climb to Tofts Hill we turned into the 68 cafe. The kitchen ladies came out to admire the car and one begged for a quick sit in the driving seat. After a rather late pensioners' breakfast we came out to find that the rain had stopped so down came the hood, which was to remain down for the next three days! When we arrived at our first B&B we found that, mindful of the weather forecast, they had cleared a space for Widget in their garage. The storms, however, failed to materialise.

Our main worry for day-two was the safe crossing of the several main roads radiating eastwards from York, especially on a Friday afternoon. We donned our bright orange felt 'safety sleeves' just in case but we need not have bothered for the roads proved easy to negotiate.

Our family gathering was to take place over lunch in a village inn, so we planned to have a short drive on that Saturday morning. We left ourselves less than fifty miles, mainly on very flat but bumpy fenland roads and passing through the small towns of Thorne and Gainsborough, so we could turn up smartly dressed and with a couple of hours to spare. Our approach was spotted so, as we turned into the driveway, we were met with a round of applause - and the Red Arrows flew over us!\*



Twenty four hours later, after much good food, strong drink and excellent company, we were ready to begin the drive home. We had by this time taken the family for a spin round the village, (though not all at once of course!) and the sun was shining.

In spite of my earlier concerns the return trip turned out to be a splendid experience – pure pleasure! OK, it rained on us, quite heavily at times, but not all the time and Widget gobbled up the miles with no hint of a complaint. We even found time to do a couple of riverside walks on the way.

A round trip of 470 miles spread over six trouble free days - brilliant! – we've already started considering the Widget South Pole Expedition but that will be another story, first I've got to sort out that dynamo!

*Dick Warren*

## Eric Gordon England



EC Gordon England at the 750MC Beaulieu Rally

“Leaving an early and successful career in aviation, Eric Gordon England joined with his father George in 1922 and became interested in building Austin Seven sports cars. He gained special permission for Sir Herbert to campaign the (then) new Seven as a serious racing car utilising his own special engineering modifications.

He was very successful and maintained a close working relationship with Austin producing over 20,000 sports, two seater, saloon and van bodies on Austin Seven Chassis under licence until 1930 when his coach building firm closed.

WE [the Austin Seven Clubs' Association] were very excited to be alerted to the existence of [an] interview, conducted by Dr Kenneth Richardson of Lancaster Polytechnic, by Marcus Ling and Ian Williams—both VAR NZ club members.”

The interview is available as part of the Austin Seven Clubs Association—*Archive Project Newsletter 3* available from the Editors on request—by e-mail only.

# Leaky fan pulley—quick fix

It's amazing how much mess a small oil leak can make when it's being evenly distributed around the engine bay in a nice arc as it flies off your camshaft fan pulley. This was just only one of the numerous problems I had while getting the Special ready to go to Guildtown. I'd fitted a new pressurised nose cone with a lip seal at the camshaft instead of the usual felt washer and wasn't expecting any problems. With only a week to go I didn't think I had time to buy and fit a new one, especially as I needed the car running ASAP to sort out all the other problems, both expected, unexpected, and a few I'd never even imagined.

First idea was to fit a different pulley so the old one was removed but the first impression was that the surface didn't look too bad, however, when the boss was measured it was found to be well under the nominal 1 inch diameter. Unfortunately, none of the other old pulleys I had were any better so there wasn't going to be any quick fix. Fortunately I had a length of 1 inch diameter brass tube with an 18 SWG thick wall – just right for making a short collar which I could then press onto the pulley after machining the boss to suit. Less than an hour later - job done, pulley refitted and so far hasn't leaked!

All simple stuff really provided you've got a bit of suitable tube handy and access to a lathe to do it yourself but probably not an option if going to your local machine shop, especially when you can buy a new one for about £15.

Make collar, machine pulley, press on, job done – time for a cuppa!

*Gerry Flockhard*



# My first drive in an Austin Seven

I was born in 1930, but it was not until 1998 that I first had a ride – let alone a drive – in an Austin Seven: and then it was in my own.

In the latter half of the 1940s my mother had a friend who drove a very smart-looking little car, which I realise now must have been a Ruby. The memory of that car is my first of an Austin Seven.

It was on my father's fifteen-year old Singer and my grandfather's Austin Ten that I cut my teeth: not only as a motorist but as an amateur mechanic. Father and I did all our maintenance ourselves and, in the early days of our ownership plenty was needed. The Singer became my everyday transport through thousands of miles, and (almost) through my first two jobs.

In 1965 my late wife Beryl and I caught the 'old car for fun' bug. We first bought an old Rolls-Royce. Six months later, we bought an old Bentley – the one I still have – and two years later yet another old Bentley. These big cars were intended by us for everyday transport, which they became.

But there was one purchase, made in 1970 – two years after the second Bentley – which was not intended as everyday transport: it was a total wreck which had once been an Austin Swallow saloon (1930). I bought this because Beryl had learned to drive on an Austin Seven and had a soft spot for a car like this. There ensued a couple of decades of work, sweat and cheques which resulted in the Swallow – MY 6366 – which Irene and I bring to SA7C events when we're not in our Big Seven. The transformation took place in stages, which I described in a blow-by-blow account in *Meshing Point* a decade or more ago. Summarised, I did all the mechanical restoration myself, but used specialists to remake the ash frame, the aluminium panelling and the steel wings, and also to do the retrim. Whilst all this was going on (1971-1985) I was variously self-employed without time to spend on car restoration or working abroad (1971-1976, plus 1982-1993) without the



opportunity. However, when I retired and repatriated to Edinburgh in 1993, I was finally able to take the final steps to get the Swallow on the road.

I joined the SA7C in 1994, and through the Club met Nick Plevan who was able to help finish the job. The car was finally ready for its MOT in 1998. As we got into the car for me to drive the several hundred yards to the testing station, Nick said to me (sitting for the first time in an A7): "Are you feeling brave?" I didn't feel any particular need to 'feel brave', and we set off. The cooling water got very hot in the short distance to the testers: I was surprised. Nevertheless Nick commented, "Sevens always boil".

The little car passed the test and received its MOT certificate, and I was able to bid farewell to Nick and collect Irene en route for a rally organised by the newly-formed Scottish Vintage Austins' Enthusiasts Club: centred on the Grouse & Claret pub at Kinross. It was a filthy day. At the G&C we were given the route of a drive to complete before lunch. It was made unpleasant by the wet weather, but we did it – though on our way round the fifty-mile circuit the car boiled a couple of times: not the sort of motoring I was used to, in my big, old cars!

Early in the afternoon the cars – twelve or fifteen of them – lined up for a static rally, for awards decided by 'audience vote'. Everyone voted and handed in the voting papers ... and the rain came down steadily. There was evidently going to be a wait – for who knows how long – before the results were announced, so Irene and I decided to head off home rather than sit around in the rain. We decided to come down the motorway to Edinburgh. Sadly I had to deviate from the motorway on three occasions to beg for water to refill the radiator, which repeatedly boiled. (Later I discovered the reason for this: the specialist firm which had made me a new radiator core had blocked half the internal passageways when they had shortened it to cater for the Swallow's radiator being two inches shorter than that of a 'regular' Seven.)

Not a happy first outing in our little car – though Irene faced it with fortitude. In the end I pulled into the lay-by just north of the Forth Road Bridge and phoned my roadside rescue service, for the first time ever (despite by then having been driving for fifty-one years). They came within three-quarters of an hour. In the meantime the SVAEC member accompanying us generously offered Irene a lift home to central Edinburgh. He said that his rate would only be that of 1937 taxi fares – two shillings and sixpence! This offer we gratefully accepted.

I'm sure you'll agree that my first drive in an Austin Seven was memorable – though for all the wrong reasons. Nevertheless there is a positive end to this story. Soon after we got home after our wet and miserable outing we had a phone call from the organiser of the rally at the Grouse & Claret. Our little car had won a rosette, having been judged second by the audience vote – something which has happened another four times since, when we've been to events held by the SVAEC!

*Peter Kendrick*

# Early Car H.P. Ratings from 1904-1947

From *Classic Motor Monthly* (August 2017 edition). Reprinted with permission.

Dear Klaxon,

I am confused by the horse-power numbers given to many pre-war cars. For example – the Austin Seven. Does this mean that the engine only produced 7 bhp? I know that cars weren't so powerful back then, but it sounds very feeble indeed.

J. Athol, Glasgow

Dear J. Athol,

Those designations, 7 HP, 8 HP, etc., are 'RAC horsepower' and were used (1904 onwards) purely for taxation purposes. Cars were taxed annually at £1 per RAC HP, dropping at one stage to 15/- [75p]. RAC HP was calculated on bore size and number of cylinders, divided by 2.5. It's more awkward when transposed into metric: bore in millimetres, squared, times number of cylinders, divided by 1613.

Early on, with the typical bore/stroke ratio then in use, and the low thermal efficiencies being achieved, the RAC formula could give a fair indication of bhp. But manufacturers were tempted to produce larger engines by increasing the piston stroke alone (which didn't alter the tax figure). As thermal efficiency improved, these long-stroke engines became more and more 'out of step' with the official tax rating. Thus, the 3-litre Bentley engine was rated at 16 HP – yet, in 'Red Label' tune, actually produced about 85 bhp. And it's one of the anomalies of the system that – had it been so rated – the 997cc engine of the 1959 Ford Anglia would also have been taxed at 16 HP.

This taxation system was abandoned (initially for new cars only) in 1947, precisely because it had resulted in excessively under-square engines that were unpopular in export markets. Incidentally, other countries had different ways of measuring 'fiscal horsepower' (hence the Citroen 2CV – 2 'steam horses'). The USA, oddly enough, adopted the RAC formula, but called it 'SAE horsepower' (Society of Automotive Engineers). Engine sizes were larger there, fuel was cheap and American motorists tended to be better off – so SAE horsepower tax had no discernible effect on engine design.

*Submitted by Graham Macintyre*



# Queensferry Crossing Opens



Irene Sturton

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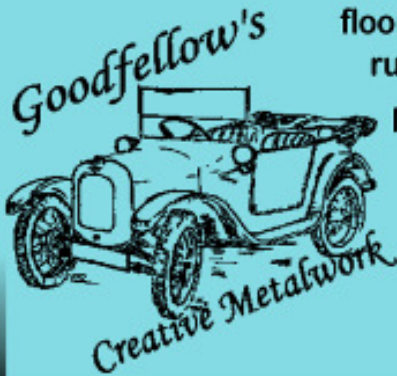


# Trade Adverts

## Goodfellow's Creative Metalwork

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

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

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**Goodfellows Creative Metalwork**  
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## 7 County Austin

**We don't just stock the everyday parts for your Austin Seven**

We are currently working on NEW cylinder blocks, based on a sports block that will fit an Austin 8-stud crankcase with a plate at each end for extra studs for strength of the camshaft.



Priced at £700 each fully machined, £600 for pre orders with £200 deposit; offer ends soon. [www.7ca.co.uk](http://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**  
**0116 2867522**  
**free price list**  
**[www.7ca.co.uk](http://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](mailto:grace@naullsie.plus.com)

## Vintage Austin Services



- Front axles rebuilt. King pins and bushes fitted and reamed
- Axle eyes repaired and shrunk
- Your old spring shackles reconditioned
- Front axles lowered to sports specification
- Crankcase front lip replacement
- Cylinder re-boring & liners fitted without removing studs
- New road springs in stock
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- Road wheels rebuilt with new rims if needed

Ian Dunford

280 Church Road, Frampton Cotterell, Bristol BS36 2BH.

Tel. Day : 01225 868696 Evenings: 01454 778021

ianDunford@vintageaustinservices.co.uk

See our web site for more information

[www.VintageAustinServices.co.uk](http://www.VintageAustinServices.co.uk)

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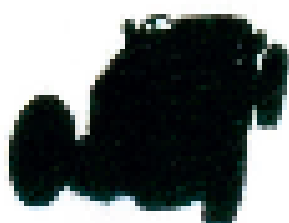
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**Exchange units usually available**

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**E-mail: [A7VCL@btinternet.com](mailto:A7VCL@btinternet.com)**

# Events Diary 2017

**AGM Weekend 17th—19th November**  
**Atholl Arms Hotel, Blair Atholl**  
(see page 7)

**Boxing Day Run**  
Charlie Carpenter



Our President's limo!

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)