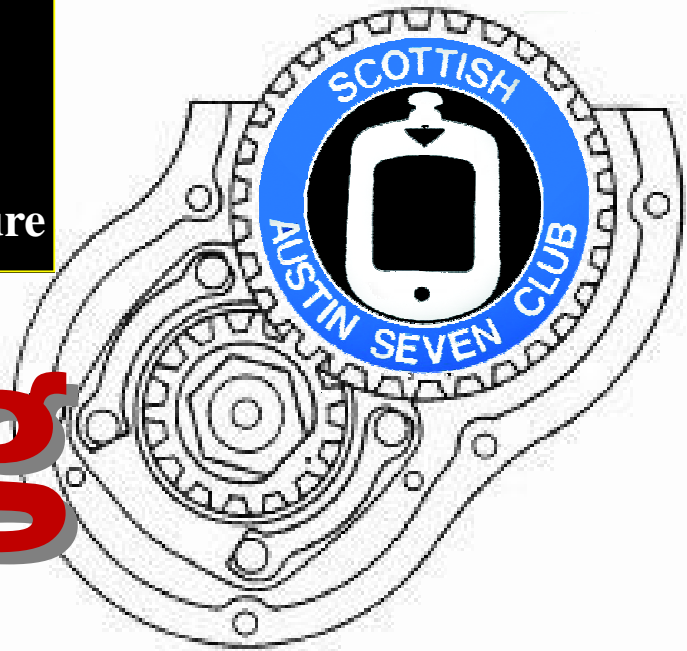


April 2018

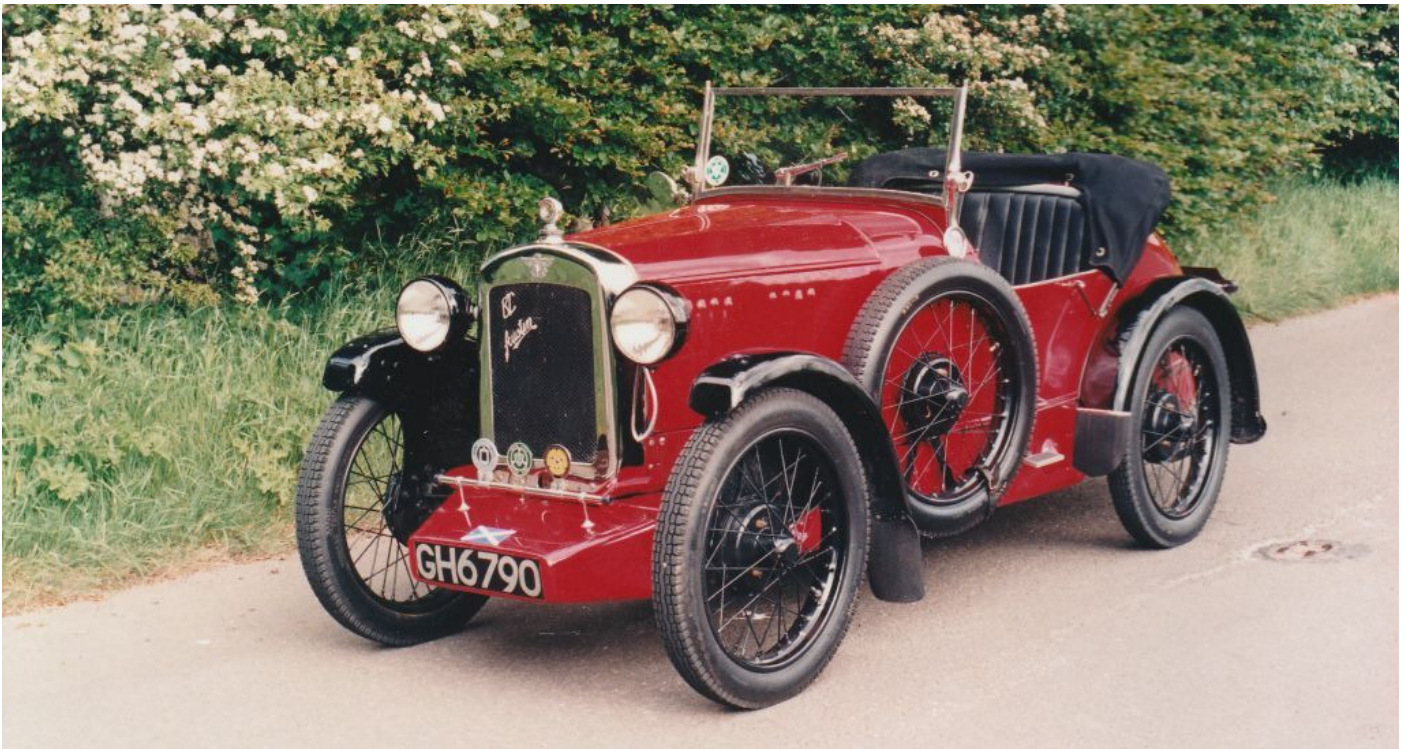
Editor this month *Caroline Boswell*

Mighty Motoring in Miniature



Meshing Point

The Magazine of the Scottish Austin Seven Club



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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

ScA7C Website:

www.scottishaustinsevenclub.co.uk



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

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

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

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Cover Photo: Gerry Flockhart's Boyd-Carpenter (see page 18)

Contributors to this edition: Helen and Ru Balfry, Caroline and Gavin Boswell, Andy Butler, Tanya and Ruairidh Dunford, Gerry Flockhart, Jim Holyoake, Johny Johnson, Irene Kendrick, Chris Lambert, Felix Sear, Nicky Waugh, Andrea and Neil Williams, Clare Young

Editorial

'In the Spring an Austineer's fancy, lightly turns to thoughts of . . .'

Doing up the car?

Read on for inspiration from Gerry Flockhard's story of refurbishing his Boyd-Carpenter and sympathize with Irene Kendrick's attempts to make their Swallow more comfortable. We have a cautionary tale from Johnny Johnston and a reminder about insurance from David Lodge. Gavin Boswell has included two articles about tool kits, originally published online, and don't forget to look at the advertisements for spare parts.

Going Out?

Andy Butler tells us about joining in the celebrations to mark the opening of the Queensferry Crossing in his Austin and Felix Sear outlines his racing calendar. Here are details of the Loch Lomond Run in early May, the Eastern Expedition in late May, the Borders Raid in June and the Annual Rally in Guildtown in July. Your entry form for Guildtown should be inserted in your copy of *Meshing Point*. *Please fill it in and return it while you remember!*

Selling or buying a car?

Do you require a Nippy, a Ruby or a Box? All three are advertised for sale in this edition of *Meshing Point*.

See you soon!

Caroline

I used the Austin to make a path up the drive to the garage I am using.



Jim Holyoake

Chairman's Chat

Welcome back to the wide world after the mighty blanket of white silence imposed by the 'Beast from the East'.

I am confident that Dunford junior was not the only Austineer out there showing the superior snow-cutting skills of the Seven, waving gaily to (here I make a direct quote) 'Land Rover things' and then running away as fast as he could. I have to report that, after a day of her owners putting their shoulders to the rear of numerous stuck vans, Mavis took one look at the maniacs driving JCBs and snow ploughs up here, took a faint and ladylike sniff and stayed tucked up in her palace.

Please post pictures of your bold Alpine adventures to us soonest!

With the imminent blooming of the daffodils we turn our thoughts to forthcoming club events. The Loch Lomond weekend will be fast upon us (organised by our own Dear Pest from the West), and the Eastern Expedition fast approaches. By the time this magazine hits the mat Charlie will have been out frightening the Easter Bunny and I hope for the usual reports of dour sobriety and polished blocks from the weekend!

I must now urge you all to get your Guildtown entries sorted. It's cheap and it's as cheerful as you make it! Personally I am looking forward to meeting all those I have not seen for many long months and hearing more of our President's monthly long yarns . . .

And finally . . . I was reading a book about Josephine Tey in which she inherits a car. She describes it as "A woman's car really; a turquoise Chummy". Anyone disagree?

Let's hope spring 2018 has now finally arrived and the sun will shine on our endeavours.

Clarelady



Membership Matters and Renewal Reminder

Remember your renewal of Membership Subscriptions for 2018 is due on 1st April.

With your February *Meshing Point*, you will have received the 2018 renewal form for your membership and if required a standing order mandate. The subscription remains at £25 for six *Meshing Point* magazines and four email only newsletters a year and for an extra £7 (making it a £32 subscription) the four quarterly Grey A7CA magazines.

I have begun to receive renewals for 2018 and I thank those who have returned their renewal forms to me as this helps me and the Club to ensure that we have got your up-to-date address, contact telephone numbers and email address for 2018, and whether you are willing to allow your name to be placed on a membership list to be circulated to other members who may request this information. Remember that if you change your email address and do not let me know, you will not receive the four newsletters which are only sent to those with an email address.

Can I remind members again; I do not need a SO mandate form if you already have a SO set up. This form should only be returned to me if you wish

1. to set up a brand new SO to cover this or future renewals.
2. to request the Club to submit to your bank, your signed and agreed amendment to your renewal subscription, either from £25 to £32 or visa-a-versa. However, as your bank will already have the SO set up, you can either speak directly to your bank or if you use online internet banking - login into your bank account and make the change online.
3. Regarding the car details on the renewal form - I only need this information if your car/s have had any changes in the year or you have acquired another car. If you have sold a car, it would also be helpful to let me know you no longer are the owner.

Finally. if you have not renewed your subscription by the 30th April your membership will be terminated and you will not receive any further *Meshing Points*, newsletters or A7CA magazines.

I look forward to you receiving your 2018 renewals as soon as possible.

Gavin Boswell - Membership Secretary

Thank you from the Flockhart family

Dear David,

Following Mum's funeral (Mrs Gisele Flockhart) on 26th January, could I please ask you to extend the family's heartfelt thanks to all the SA7C members who attended her service and then afternoon tea at the Rosslea Hall Hotel. Cardross Crematorium represented a fairly lengthy journey for most mourners and so we are doubly grateful to all who kindly came to join us in celebrating Mum's life.

Could you also please intimate that Mum's retiral offering in aid of 'Children with Cancer UK' raised the tidy sum of £175, which I have duly forwarded to the charity.

I thank you for passing the above information on to all those concerned and take this opportunity to wish SA7C a very successful 2018 season.

With all possible best wishes,

Nicky Waugh (nee Flockhart)

Johnny and the DVLA

Hi Editor, thought my experience yesterday (7th March 2018), with the DVLA might be of some interest to club members.

The renewal for my Chummy came in a few days ago and yesterday while I was snowed in, I decided to go online to renew it. After several attempts the site repeatedly failed to recognise the car. I eventually phoned the DVLA and after pressing the usual sequence of numbers at the second attempt I was able to speak with a very helpful Welsh lady. She had the same problem.

I had noticed that on the renewal V11 it stated that the car required an MOT! I pointed this out to the lady that this was not required as it was a 'Historic Vehicle' and she immediately said this was the problem. To get around this, she required information from the V5C in the form of the 'Document reference number' found just above the yellow 'Buyer beware' notice.

So, if you are going online to renew and the V11 renewal notice asks you for an MOT you must use the alternative V5C information and it should go through.

At the same time the V11 for my veteran motorcycle came through and it also asked for an MOT. But I have sold that motorcycle and I think (hope) it has yet to be processed.

The lady at the DVLA could not explain why after all these years they were suddenly asking for an MOT, but there seems to be a glitch in the system. But she was very helpful in resolving the problem.

Still snowed in but it is now melting fast.

Cheers,

Johnny Johnson



PS The picture is not too clear but it is the best I can do. The wee car looks a bit pathetic at the moment as the engine is with Ruairidh, and it is inside and we have five inches of snow all around.

I believe the thaw comes Wednesday, can't be too soon for me. I'm beginning to get Cabin Fever.

Return to Loch Lomond

4th—7th May

It is time to return to Loch Lomond over the first May bank holiday weekend this year.

Charlie Carpenter and I revisited Lagganbeg Campsite a few weeks back and secured the entire hard standing area, grass camping pitches and two cabins for our exclusive use, our specially negotiated prices are as follows:

Camper Cabins @ £40 for two people per night.
Motorhomes @ £24 a night per unit
Tents @ £8 per person per night.
Children are free of charge.

Bookings direct with Lagganbeg Campsite on 01389 830281
or lagganbeg@yahoo.com

The weekend will be a mix of touring around the local area (in small groups or singularly, your choice), barbecues and socialising. Please bring your instruments and singing voices.

More information from Ruairidh and Tanya Dunford on: 01419428037 or
dunford1@aol.com

Lagganbeg Campsite is located at: Strathaber, Alexandria G83 8NQ. See
also: <http://www.lagganbeg.co.uk>

Ruairidh and Tanya Dunford



Eastern Expedition

25th—27th May

Fellow Austin Seveners,

For those of you who patiently awaiting the restoration of the Eastern Expedition – wait no more. 2018 sees the return of this Fife-based excursion and we would love it if you could join us. The campsite address, for those who haven't been before, is Knockhill Of Nydie , Strathkinness, St Andrews, KY16 9SL.

The plan will follow a similar format of previous years:

Arrive Friday with evening DIY BBQ, followed by the usual merriment. If you don't fancy cooking, the Strathkinness Tavern is half a mile down the road and serves food until 9 pm. Or, if you are feeling really lazy, you can get a takeaway in St. Andrews – they deliver to the campsite. For those looking for fine dining (what could be finer than a fish supper from one of St. Andrews' finest fry bars?) the Dolls' House in St. Andrews changed hands a few years ago but still offers consistently good food.

Please make sure you fill up the car on Friday evening for Saturday's run. There is a fuel station in the west of St. Andrews or a large Morrisons supermarket with petrol station just to the south of St Andrews.

Saturday: Depart site at 10am sharp for run around Fife. We have planned an al fresco coffee stop so bring your flasks, mugs and chairs and any home baking to share. The late afternoon can be spent at your leisure and then back to the campsite for some more merriment.

Sunday: Depart site at 10:30 am heading for Anstruther to sample some of the finest fish in the land. Then we return to the site to pick up our campers and disperse to the four winds.

We haven't planned routes or lunches yet, but I'll have them sorted before the weekend. Please let me know if you are coming so I can make sure everyone is catered for.

If you fancy coming, the accommodation and prices are as follows:
There are now two types of woodwams at a special price



Small – sleeps 4 (1 double and 2 singles) with kettle, fridge & television (£50/night)

Large – sleeps 5 (1 double and 3 singles) with kettle, fridge & television (£70/night)

Tent/camper van (inc. 2 people) £15/night.

Electric hook-up +£3/night.

Extra adult/child +£3/night.

No additional fees for cars or trailers.

Please book directly with Sue at the campsite saying that you are with the Scottish Austin Seven Club. Sue's contact details are: email enquiry@nydie.co.uk or tel: 01334 850110/850828. You must quote Austin 7 when booking so that we are all together and you get the discounted prices.

For non-campers there are some B&Bs in Strathkinness and more a few miles down the road in St. Andrews. Please also let me know if you intend coming. My email is helen.pearson@viridissafety.co.uk or 01501 763585.

We look forward to seeing you there.

Helen and Ru Balfry



Borders Raid

22nd—24th June

Dear Members

Hope you, your families and cars are all set for this year's Austineering.

I know those who have attended the Borders Raid over the last few years have enjoyed the Wooler campsite and the roads used for the runs but this year we are going back to the site within the grounds of Thirlestane Castle in Lauder on the A68, 25 miles south of Edinburgh. The Borders Raid has been here before and many of you will have happy memories of previous excursions, I'm sure.

The site is now managed by Scott and Lesley who are keen to welcome us back to Lauder and are looking forward to meeting us and our cars. I have block booked all their remaining touring plots with electric hook up but numbers are limited and will only be reserved for us until 1st May 2018 (after this date the plots will be released back to the public). Camping and non-electric grass pitches will be available subject to availability.

We would really like you to join us on the Borders Raid so check your calendars, book the site and *please let us know* you are coming.

When booking with the site please say you are with the Scottish Austin Seven Club, please remember hook up pitches are limited and will be on a first phone basis.

Please contact Scott or Lesley on telephone 01578-718884 or e-mail them on www.thirlestainecastlepark.co.uk

Hope to see you there.

Neil and Andrea Williams



Guilddtown

27th—29th July 2018

Come and join the fun with a great welcoming barbeque on Friday night (bring your own food and drink), a scenic run through the beautiful Perthshire countryside with lunch out on Saturday. In the evening you can dance the night away at the traditional SA7C ceilidh with live music from the Nigel Jelks Band, raffles, the Looky-likey competition and a FREE bar.

On Sunday there will be a static rally with a regalia stall, trade stalls, bottle stall, craft stalls and refreshments on sale all day in the Community Hall. There will also be judging of the cars in their classes and a period dress competition. Awards will be given out in the afternoon and there will be a barbeque for the survivors in the evening. The rally field must be cleared by 12 noon.

Any questions please contact Chris Lambert, The Old Post Office, Main Road, Arncroach, Anstruther, Fife, KY10 2RQ telephone (01333 720377) or email cwlambert@hotmail.com. Your entry form should be inserted in your copy of *Meshing Point*.

Chris Lambert



Advertisement

RH Specialist Insurance

Agreed versus Market Value

At some point in our motoring lives, it's a fair bet that most of us will have the wrong insurance in place for our cherished classic or increasingly, our fast-appreciating modern classic. In fact, if you're a specialist vehicle owner, you could well be doing that right now.

In today's classic and modern classic vehicle market, values are constantly on the rise. Porsche 911s have doubled or even tripled in recent times. Brough Superiors, Vincents, Ford Cosworths and even the humble XR2 are shooting up in value.

The key question that arises is whether to have your vehicle insured on an agreed value or a market value basis. It's a distinction that can suddenly become very important in the unfortunate event of your vehicle being stolen or becoming an insurance write-off.

If your policy is on an agreed value basis, you will receive exactly the amount of money that the policy says your vehicle is insured for, but not a penny more. If your vehicle has surged in value since the policy was taken out (which is increasingly common nowadays), well that's tough and you will be left with the reality that you may not be able to fund a replacement with the proceeds of the insurance payout. So, the importance of obtaining regular valuations and updating your agreed value policy cannot be overstated. If on the other hand it's a market value policy, you will receive up to the amount stated on your insurance schedule. It's a small difference in the words, but a potentially huge one in practice as values continue to rise.

'Market value' doesn't necessarily mean that your insurer will pay out at the current market value if that amount is higher than the amount shown on the policy schedule. Indeed, the amount you receive could be less than the schedule amount if the insurer's experts feel that's what the car is valued as in the current market. On top of that, there's every chance that you'll be asked to provide evidence of its value prior to any accident – just the sort of thing you don't want to deal with when you're already stressed – unless you ensure that your vehicle's value is actively updated and, if necessary, increased.

Don't think this only applies to classics either. Certain 'moderns', like the discontinued Land Rover Defender, are appreciating in value as continuing demand outstrips the non-existent supply.

RH Specialist Insurance has built a loyal and growing client base by looking after its customers. That means not charging them for policy changes or mid-term adjustments – but it also means educating them about the best way to insure their vehicles. If you're at all uncertain as to where you stand on agreed versus market value policies, just give RH Specialist Insurance a call. They'll explain the best option for you. You've got nothing to lose as an RH agreed value policy is no more expensive than a market value policy (assuming there's no increase in the vehicle's value) and there are no agreed value admin fees to pay.

Depending on the value, make and model of your vehicle, you may be required to submit either a club or independent valuation. These are usually really cost effective and in some cases can even be free of charge.

The best way to make certain your vehicle isn't under-insured in this rapidly moving market (whether it's on an agreed or market value basis) is to regularly benchmark its value against classified advertisements, auction results, and to speak to your vehicle owners' club, fellow owners and restorers. If you haven't reviewed your values in a number of years you may be pleasantly surprised! Don't leave it too late to tell RH if your vehicle is currently under-insured. Just give us a call, or email, and we will help ensure your cherished vehicle is appropriately insured should the worst happen.

Getting in touch with RH is easy. Either call the Team on 0333 043 3911 or email rh@ers.com.

Emma Airey, Account Executive

Submitted by David Lodge



Lighting up the Queensferry Crossing

Members may remember the spectacular light show (search 'Queensferry Crossing' on Youtube) which played on the Queensferry Crossing on 28th August last year but what you may not know is that there was an Austin 7 in the parade of vehicles which preceded the switching on of the lights.

I was fortunate to be asked (it took a lot of cajoling) to take part in the parade alongside my co-workers which was held to celebrate the handing over of the Queensferry Crossing to the Scottish Government. It was felt that such an iconic structure could not be opened for use without some celebrations. The event was organised on a need-to-know basis and all participants were asked to stay silent on social media until the event had passed! We also had to wait until 10.00 at night before we could witness the switching on of the lights!



Alongside the Austin there was an array of Lothian buses including a Leyland Tiger and one of the newest hybrid double deckers, a Hillman Imp and two Nissan Leaf hybrid cars as well as all our site vehicles. Unfortunately I was put behind the biggest bus so could not be seen easily.

I have worked on the bridge contract, with the Transport Scotland site team, for the past six years and the event was the culmination of a lot of teamwork, a lot of head scratching, programming and angst. I hope you all now enjoy going over the new bridge without the thumping of the Forth Road Bridge expansion joints.

Andy Butler

The View From the Passenger Seat— Sitting Prettily



Finishing school advice for young ladies in the 1930s and 40s included details of how to enter a car gracefully and without showing your underwear - a modern version is shown here - bottom in first, knees together and swivel round. The Swallow has 'suicide' doors which make this relatively easy, while the Big Seven has the

modern arrangement but the door is inclined to swing back. In both cases there is not much space to do the swivel, especially if you are holding a handbag or similar. You also have to check you do not bang your head on the low lintel.

Once inside you have to fit your feet into limited space. I find that after an hour or so my legs feel a bit numb and I start fantasizing about DVT. The exercises recommended for long haul flights - rocking feet forward and back to work the calves and raising each leg in turn to exercise the thighs - works well but causes distraction for the driver - according to him I am 'fidgeting'. Crossing your ankles and circling each foot is not possible in the confined space.

Peter had lap seat belts put in Biggie but not the Swallow. Combined with the 'suicide' doors this did cause me a bit of trepidation but I think I have got used to the whiff of danger and, anyhow, I am jammed in too tightly to easily fall out!

I have some back problems - the sacroiliac joint to be precise. (I didn't know I had one till it decided to give me pain.) I have made a pillow to fit behind my back. It consists of a blow up cushion, encased in material and with broad elastic to go round the seat back of Biggie and with a weighted strap to go over the back of the bench seat in the Swallow. The cushion keeps my lower back in place without a sideways wobble. This is necessary as the seating position in the Swallow is not ideal (Biggie is less of a problem). There is a long gear lever which swings out for second/top gears and hits my knees. So, I twist my legs round to the left putting a tension on the spine. To help me Peter has put grab handles on the doors of both cars. These are a comfort when the car's soft springs make you feel as if you are going to hit the road!



I am not sure if finishing schools catered for Austin Sevens and I don't think that I am 'sitting prettily' but I feel more secure and comfortable with all these modifications.

Irene Kendrick

Planning for Guildtown Part 2

New Parts for Old

I think I need to start this part with a confession. Just in case anybody took my teacake toaster story seriously (see *Meshing Point* October 2017 p.23) I have to inform you that Francis Henry Boyd-Carpenter never had any connection with the bakery industry, teacakes or in-car toasting racks. Please don't try this at home.



Out with the old

I do, however, know of two other Austin Seven-related patent applications with which he was associated. I recently found a 1928 advert for a 'Laystall Patent B.C. Crankshaft' and a sketch published in 1930 of a 'gear lever conversion' depicting a patent recently taken out by F.H. Boyd-Carpenter.

The pressure feed two bearing crankshaft was made in two halves with full circular webs between the journals. The crank was split at the circular web in between number 2 and number 3 journals and bolted together by six through bolts. Has anybody come across one? The gear lever was a much more straightforward affair and basically utilised two three speed gearbox gate changes linked by a horizontal rod. Check out Tom Abernethy's GE Cup which is fitted with a very similar arrangement.

I'm still trying to resolve the problem I've got with the brake and accelerator pedals. After a couple of attempts at reshaping the kinks in the existing accelerator pedal without a satisfactory result I've invested in a high resolution digital image from the LAT archives produced from an original 1930 negative of the engine compartment of a Boyd Carpenter fitted with an LAP head. Unfortunately, although it allows much greater manipulation of the image, it's only partially helped to shed some light on the pedal arrangement. It has, however, enhanced a number of other details in the engine bay and as I've so far drawn a blank on the pedals I've been spending some time aesthetically tweaking some of the ancilliary bits.

It's obvious from the LAT photo that the car was fitted with a remote gear change. Father got the gearbox end near enough right using an Austin gate with cut down gear lever. The back end is not visible in the photo but I'd



In with the new

guess that it would be as in the patent sketch mentioned above with a second gear lever gate and horizontal bar between the two. As the Eltos gear change mentioned in the last article is now fitted, has a nice positive feel and, as I don't think it looks too much out of place, it's staying on for now. In order to fit the Eltos gear change I had to do a bit of reshaping on the prop shaft tunnel so I have taken the opportunity to replace and relocate the starter button. The starter button is unfortunately non-original but at least it now sits on the passenger side of the tunnel in a similar position to that found on an Ulster.

I've made a complete new accelerator linkage but with a pedal which has a changeable end so that I can try out different variations, shapes and angles without too much hassle. I've made a new oil dipstick to replicate the shape seen fitted to the car in the photo. It replaces the long straight one Father made up with some random aluminium knob stuck on the end. Both are as equally functional but the new one matches the documented evidence. The bonnet catches were a bit of a Jekyll and Hyde combination. Externally Father had fitted a pair of nice polished chrome screw down catches on the bonnet sides. Under the bonnet these hooked under some bent wire hoops which nobody saw as long as the bonnet was kept shut. Although they've have been doing the intended job without any problems for years I've made some new ones again in line with the period evidence.

The two part Ruby brake pedal will be replaced with something more appropriate for a 1930 car. I'm not sure what it's from but it has a longer shaft than a normal one and should allow me to be able to reach it now with my short legs. To save a few fractions of an inch on the width I've taken off the normal round pedal end and made a rectangular one from aluminium which is only slightly wider than the securing conical nut.

Also changed for the sake of appearance have been the two rocker cover thumb wheels. The two that were fitted had originally come with the head when Father bought it. They just didn't feel or look right, the workmanship was poor quality and just didn't match the rest of the head. They weren't even the same shape so two new ones have been made.

The oil pressure pipe has also been re-positioned to match the visible pipe run in the photograph and the oil gauge, which was just sitting loosely in a hole through the dashboard, is now fixed in place with a brass bezel. A new petrol pipe to suit the repositioned carburettor has also been made up and the petrol tap changed for one that hopefully won't leak.

When making up the new petrol pipe I found that the tank did have a major leak around the tap outlet so I had to remove it to re-solder the fitting. While it was out of the car I decided to make and fit a new petrol filler cap, again in line with the photo, to replace the rather heavy looking ACTO lawn mower filler currently fitted.

In the last article I wrote about the Boyd Carpenter and the surprises discovered under the floor which included a fitted tool box with jack but no jack handle. Well,

the mystery of the missing jack handle has finally been resolved as has the use of pointy stick in the tool box. Question - when is a jack handle not a jack handle? Answer - when it's cunningly disguised doing its alternative job as the prop to hold up the open boot lid. The boot lid prop can easily be removed by simply undoing a wing nut; the pointy stick is then slid through the hole to form a T bar and the prop is now the jack handle.



In the next instalment of “Planning for Guildtown” – I will detail my trials and tribulations with the steering box, the floor and those dreaded pedals.

Wanted - Dead or Alive

I'm not sure how successful the petrol tank repair will be, possibly all the soldered seams will suddenly melt as soon as some heat is applied so it would be nice to have a spare one sat ready in case it all falls apart. I've also discovered that the tank fitted is actually for a Boat Tailed Austin Seven. It looks virtually the same but the filler is on the wrong side and it has the scallop out of the rear face intended for the speedometer cable.



Coil ignition was introduced for the Austin Seven engine late in 1929. The Boyd Carpenter in my high resolution photograph is clearly fitted with an early Lucas or CAV DS4 distributor. This was only fitted for a year or two before the standard distributor fitted changed to the Lucas DJ4 and then later the auto advance version, the DK4. I do have a Lucas DS4 and would like to fit it for Guildtown but unfortunately spare parts are very scarce. I bought Tim Hodgekiss's last set of points so I'm going to use a 1958 Renault Dauphine cap as an alternative along with a modified Vauxhall Chevette rotor arm but it would be nice to have some original spares especially the big outside mounted condenser.



When I built the engine in 1997 I fitted an Alan Raeburn 4 branch exhaust manifold but connecting this up to an exhaust pipe and silencer has always been a problem because the manifold terminates close to, and pointing directly at, the bulkhead. To change this to a more sensible layout I'd like to reposition the exhaust and silencer between the chassis frame and full length undertray. I've fitted a Dante aluminium exhaust manifold as an alternative but, if I can find one, I'd really like to fit a Cambridge Engineering manifold as seen in this photo.

So, if anybody has a distributor cap or other parts for a Lucas DS4 distributor, a Chummy petrol tank with the filler on the driver's side of the centre line or an exhaust manifold that looks similar to a Bugatti style bunch of bananas that they want to move on - please let me know.

Gerry Flockhart



Austin Seven Tool Kits

The Austin Motor Co. provided a set of tools, contained in a Wrap aka Tool Roll, with every new car enabling the owner to carry out the Regular Attentions, the Daily, Weekly, Monthly and Occasional Attentions as set out in the handbook, and a few of the easier repairs.

During the production period of the Seven from 1924 to 1939 the basic tool kit remained the same although some items differed from those illustrated, depending upon the supplier at the time. Also some tools were removed from the kit as they were no longer required, for example the Magneto Spanner shown in 1925 was no longer required with the Coil Engine.

Unfortunately tools would be kept in tool boxes, left in the garage or inadvertently picked up by someone else and so few tool kits would remain complete or stay with the car. Anyone buying a Seven 70 + years later is very unlikely to have any tools with the car least of all original ones.



Original tools appear on the online market websites as folk clear out father's or grandfather's garage and sell bits and pieces. Imperial tools, spanners and socket sets can still be purchased from suppliers or at Autojumbles.

The tools supplied in the kits are shown in the List of Spare Parts for each Seven model.

Austin Seven threads are listed at **Technical Data and Specifications**

These were: **Tourer Type AC** Late 1925 List of Spare Parts 9th Edition Publication No: 353h

The earliest lists were the only ones to refer to, and illustrate, a Wrap or Tool Roll. Also shown were 'Extras' which could be purchased for specific tasks eg Cylinder Head Lifting Screw and Hub Extractor Screw.

"AUSTIN SEVEN" SPARE PARTS LIST.		"AUSTIN SEVEN" SPARE PARTS LIST.	
TOOLS		TOOLS	
DESCRIPTION	Quantity per Car	DESCRIPTION	Quantity per Car
Double-ended spanner, 1/2 in. x 10...	1	BT1	
Double-ended spanner, 3/4 in. x 10...	1	BT2	
Double-ended spanner, 1 in. x 10...	1	BT3	
Sparking plug box spanner	1	BT6	
Tommy bar	1	BT7	
Carburettor jet key	1	BT8	
Magneto spanner	1	BT9	
Sparking plug and tappet clearance gauge	1	BT10	
Tappet adjustment spanner	1	BT11	
Screwdriver	1	BT12	
Tyre levers (Dunlop) for balloon tyres	1	BT13	
4in. adjustable spanner	1	BT35	
3/4 in. x 1/2 in. box spanner	1	BT22	
Wrap for all the above items	1	BT32	
		BT23	
The following are in addition to those in TOOL WRAP-			
1/2 in. x 1/2 in. box spanner	1	BT5	
Hub cap and steering column socket spanner	1	BT11	
Wheel brace	1	BT16	
Valve lifter	1	BT17	
Tyre pump	1	BT20	
Lifting jack	1	BT21	
Grease gun, Autoram type	1	BT30	
"Eagle" flexible grease gun	1	BT14	
Special "Eagle" grease connection with nipple for rear universal joint	1	BT15	
Spanner for dynamo casing nut and cylinder nut	1	BT31	
Adapter and grease nipple for front and rear hub greaser	1	BT33	
Trade mark cleaning plate	1	BT34	
Cylinder head joint washer	1	BT29	
EXTRAS.			
Box spanner, 1/2 in. and 3/4 in.	1	BT4	
Cylinder head lifting screw	2	BT25	
Tommy bars for lifting screw	2	BT26	
Spanner for thrust and adjusting nuts, 1 1/4 and 1 1/2	2	BT27	
Hub extractor screw	1	BT29	
Hub extractor and screw, BT29	1	BT24	

AUSTIN SEVEN SPARE PARTS LIST.

TOOLS

DESCRIPTION	Number Per Car	Reference Number
Double ended spanner, 1/2 in. x 1/2 in.	1	BT1
Double ended spanner, 3/4 in. x 1/2 in.	1	BT2
Double ended spanner, 1 in. x 1/2 in.	1	BT3
Sparkling plug box spanner	1	BT6
Tommy bar	1	BT7
Carburettor jet key	1	BT8
Contact breaker spanner	1	BT39
Sparkling plug and tappet clearance gauge	1	BT10
Tappet adjustment spanner	1	BT12
Screwdriver	1	BT13
Tyre levers (Dunlop) for balloon tyres	1	BT35
4 in. adjustable spanner	1	BT22
1/2 in. x 1/2 in. box spanner	1	BT32
3/4 in. x 1/2 in. box spanner	1	BT40
Wrap for all the above items	1	BT23

The following are in addition to those in Tool Wrap:-

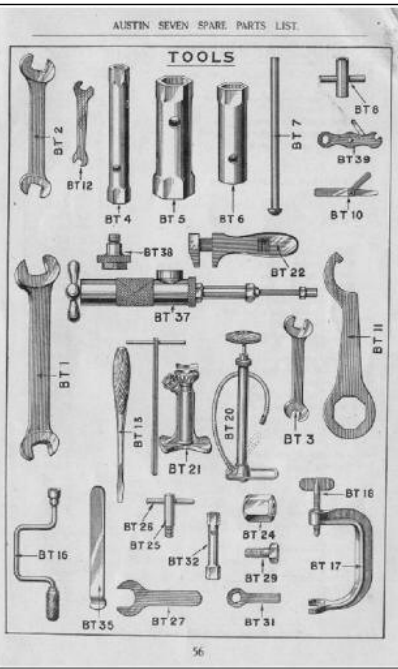
1/2 in. x 1/2 in. box spanner	1	BT5
Hub cap and steering column socket spanner	1	BT11
Wheel brace	1	BT16
Valve lifter	1	BT17
Valve lifter screw	1	BT18
Tyre pump	1	BT20
Lifting jack	1	BT21
Combination pliers	1	BT36
Grease gun, auto ram type, including BT37	1	BT37
Adapter for BT37	1	BT38
Spanner for dynamo casing nut and cylinder nut	1	BT31
Cylinder head joint washer	1	BC29

EXTRAS.

Cylinder head lifting screws	2	BT25
Tommy bars for lifting screws	2	BT26
Spanner for thrust adjusting nuts BPM and 15	1	BT27
Hub extractor and screw BT29	1	BT24
Hub extractor screw	1	BT29

When ordering parts quote your car number.

55



Tourer Type AD Nov 1929 List of Spare Parts Publication No: 670b.

As Sevens now had a Coil engine the Magneto Spanner was no longer supplied, the diagram of the Wrap has gone, but is still listed as BT23, and the 'Extras' are no longer illustrated.

AUSTIN SEVEN SPARE PARTS LIST.

TOOLS

DESCRIPTION	Number Per Car	Reference Number
Double ended spanner, 1/2 in. x 1/2 in.	1	BT1
Double ended spanner, 3/4 in. x 1/2 in.	1	BT2
Double ended spanner, 1 in. x 1/2 in.	1	BT3
Sparkling plug box spanner	1	BT6
Tommy bar	1	BT7
Carburettor jet key	1	BT8
Contact breaker spanner	1	BT39
Sparkling plug and tappet clearance gauge	1	BT10
Tappet adjustment spanner	1	BT12
Screwdriver	1	BT13
Tyre levers (Dunlop) for balloon tyres	1	BT35
4 in. adjustable spanner	1	BT22
1/2 in. x 1/2 in. box spanner	1	BT32
3/4 in. x 1/2 in. box spanner	1	BT40
Wrap for all the above items	1	BT23

The following are in addition to those in Tool Wrap:-

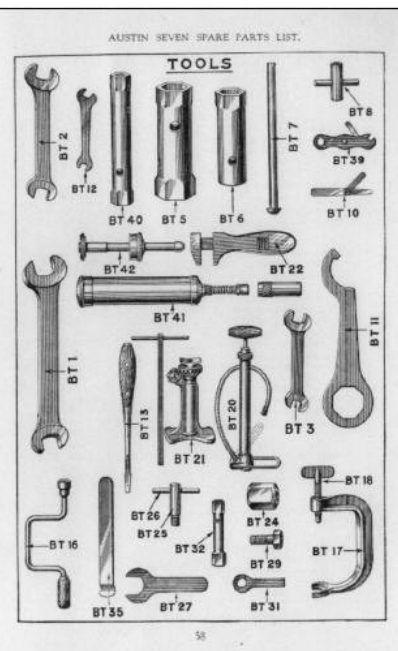
1/2 in. x 1/2 in. box spanner	1	BT5
Hub cap and steering column socket spanner	1	BT11
Wheel brace	1	BT16
Valve lifter	1	BT17
Valve lifter screw	1	BT18
Tyre pump	1	BT20
Lifting jack	1	BT21
Combination pliers	1	BT36
Grease gun "Auto-Lub" type, including BT42	1	BT41
Ejector for grease gun	1	BT42
Spanner for dynamo casing nut and cylinder nut	1	BT31
Cylinder head joint washer	1	BC29

EXTRAS.

Cylinder head lifting screws	2	BT25
Tommy bars for lifting screws	2	BT26
Spanner for thrust adjusting nuts BPM and 15	1	BT27
Hub extractor and screw BT29	1	BT24
Hub extractor screw	1	BT29

When ordering parts quote your car number.

57



RP Saloon Nov 1933 List of Spare Parts Publication No: 1029A.

The grease gun has changed, but the Wrap is still listed as BT 23; otherwise the tools are the same.

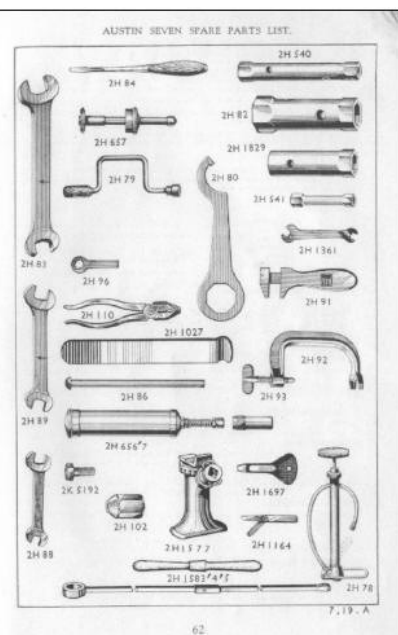
AUSTIN SEVEN SPARE PARTS LIST.

TOOLS

DESCRIPTION	Number Per Car	Part Number	Ref. No.
Double ended spanner, 1/2 in. x 1/2 in.	1	2H83	BT1
Double ended spanner, 3/4 in. x 1/2 in.	1	2H89	BT2
Double ended spanner, 1 in. x 1/2 in.	1	2H88	BT3
Sparkling plug box spanner	1	2H1829	—
Tommy bar	1	2H86	BT7
Ignition gauge and screwdriver	1	2H1497	BT46
Spark plug and tappet clearance gauge	1	2H1184	BT10
Tappet adjusting spanner	1	2H1361	BT12
Screwdriver	1	2H84	BT13
Tyre levers	1	2H1027	—
4 in. adjustable spanner	1	2H91	BT22
Box spanner, 1/2 in. x 1/2 in.	1	2H541	BT32
Box spanner, 3/4 in. x 1/2 in.	1	2H540	BT40
Box spanner, 1 in. x 1/2 in.	1	2H82	BT5
Hub cap and steering column socket spanner	1	2H90	BT11
Wheel brace	1	2H79	BT16
Valve lifter	1	2H82	BT17
Valve lifter screw	1	2H83	BT18
Tyre pump	1	2H78	BT20
Lifting jack	1	2H1577	BT21
Jack handle and shaft	1	2H1583 4/5	BT45
Hub extractor and screw	1	2H102	BT24
Screw for hub extractor	1	2K5192	BT29
Combination pliers	1	2H110	BT36
Grease gun with ejector	1	2H656 7	BT41
Ejector for grease gun	1	2H657	BT42
Spanner for cylinder nuts	1	2H96	BT31
Cylinder head joint washer	1	1A35	BC29

GIVE CAR NUMBER AND QUOTE PARTS NUMBERS OF SPARE PARTS.

61



936 ARQ - 3 bearing engine Sept 1936 List of Spare Parts Publication No: 1406B

The grease gun has changed, and the Wrap is not listed, the Lifting Jack has a 3-part shaft with wood handle; Cylinder Head lifting screw and spanner BT 37 have gone otherwise most of the tools are the same. 24 items are listed and parts now have a dual numbering system.



1937 Big Seven CRV Dec 1937
List of Spare Parts Publication No: 1598.

The kit is now reduced to 19 items with the 2H numbering system only. The kit is very similar to the one for the ARQ.

The kit varied depending upon the items in stock when the kit was put together. The Tool Kit which has survived with my March 1938 Big Seven CRW (Forlite) has separate spanners for Hub Cap removal and Steering Column Socket. The Tyre Pump was also used to pump up the 'Float-on-Air' seat cushions.



Big Seven Oct 1938 List of Spare Parts, Publication 1598B

This edition of the List shows the one part Jack Shaft and Handle and a 4" Adjustable Spanner which is a Monkey Wrench, and I have never seen one of this size, they are normally 7".

From *Technical Articles* by Doug Castle for the CA7C website, August 2015.

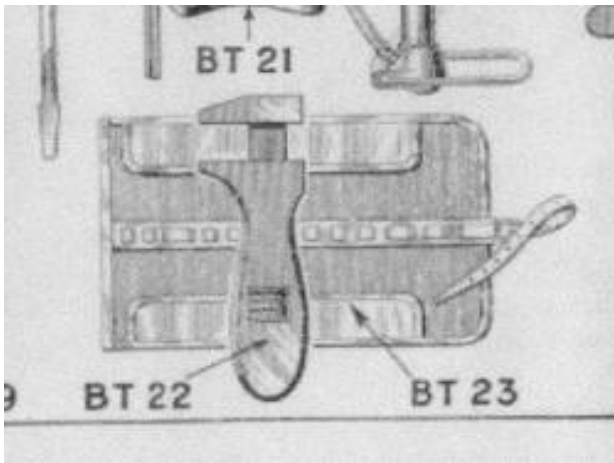
Reprinted with permission.

Submitted by Gavin Boswell

Austin Seven Tool Roll aka Tool Wrap

NB: Measurements are quoted in inches as they were the units used when Sevens were manufactured.

The Austin Motor Co., in common with other pre-war manufacturers, supplied tools with every new car with the smaller items contained in a roll. Very few rolls will have survived, having been well used by the car's early owners, or removed from the car to the household garage, never to be re-united. It is not an item which is mentioned in any of the books about the Austin Seven.



The only reference to a tool roll seems to be the 'Austin Seven Spare Parts Lists for the Tourer C Pram Hood, Publication No: 353h', where a small diagram, Item BT 23, is shown on page 60, and for the Tourer AD, Publication No: 353k, page 66. It is completely out of scale but may be useful as a start for rolls supplied in the late 1920s.

Having recently inherited a 1938 Big Seven, which has been in the family since 1947, we found the original roll and tools remained with the car. The roll has seen better days and has not been used for many years, but for originality it would be good to display the tools as they were when supplied with the car.



One retailer sells a roll 'from 1934 onwards' but we decided to make one. The original material appears to be Rexine, probably not the strongest, or longest-lasting, material to use and it is no longer available, the equivalent now being Vinide leather cloth. The roll does not appear to have been made professionally but rather looks as though it was made as a cottage industry.



A new roll can be made using a domestic sewing machine by anyone with a little competence.

Materials required:

We chose waterproof canvas, 300gsm, as the material for which a heavy duty denim needle is

required. A piece 1.0m x 90cm width is sufficient to make two rolls laying the patterns with the grain in the same direction. We purchased everything through the usual online markets.

The roll is fastened by a 'Lift the Dot' fastener which is fixed with a special tool costing around £80 so either borrow one or work out another method of making the required holes. The fastener measures 22mm x 19mm, is in two parts and can be obtained from car trimming suppliers.

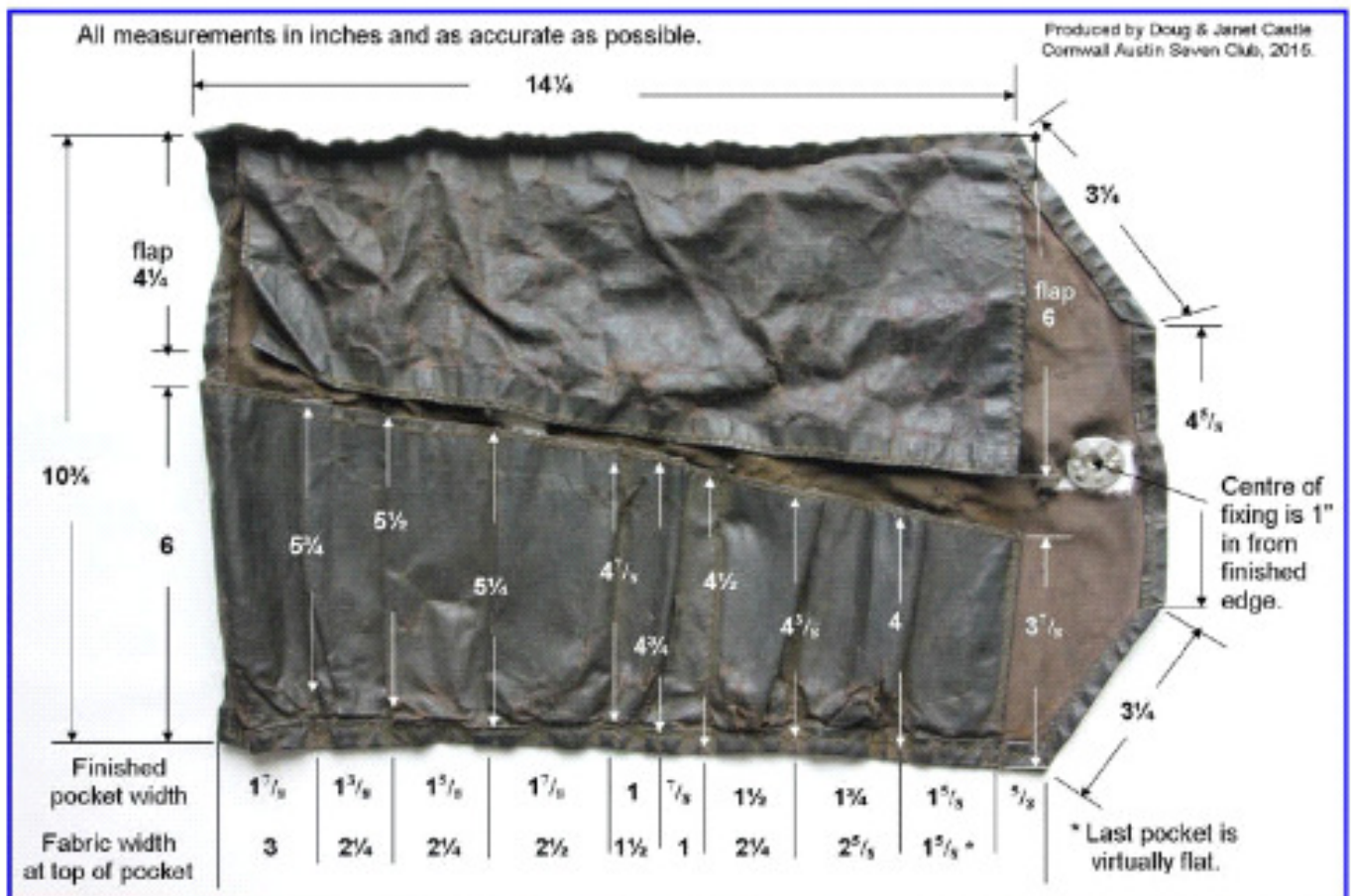


The pocket has a 1/2" (12.5mm) black matte heavy duty stud fastener that also requires the use of a special tool but this can be bought with the fastener. Again, we purchased this through the usual online markets. Fabric glue is also recommended when making the hems. Polyester strong thread, or top-stitching thread, and a fabric marking pencil are also required.

Patterns:

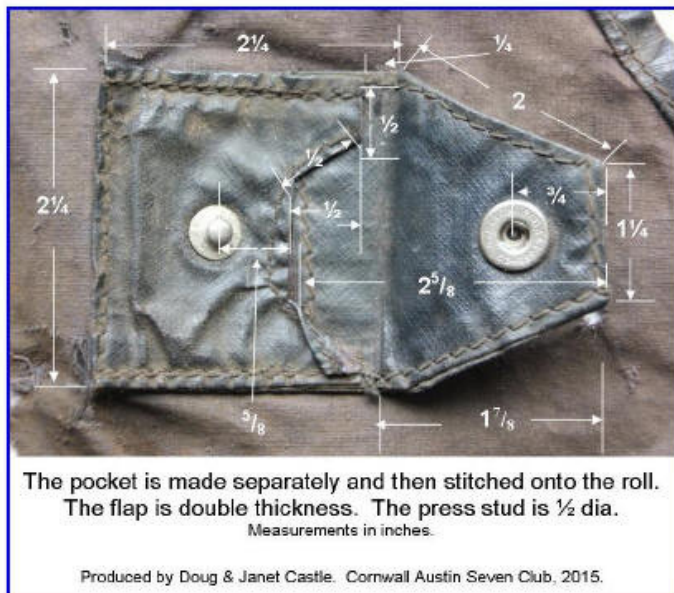
Careful measurement preceded preparation of the pattern for the four parts of the roll.

Plan 1 shows the overall dimensions.



For the main piece (A) allow $\frac{3}{4}$ " all round for the outer hem. Allow $\frac{3}{4}$ " all round the two pieces which make up the top flap (B)" and compartments (C), noting that during construction of the roll the straight outer edge will be trimmed. A $\frac{3}{8}$ " single fold hem only is needed for the small pocket (D).

Plans 2 & 3 show the dimensions for the pocket and position on the roll. This piece requires a minimum $\frac{3}{8}$ " all round for the single fold hem. Note that the flap of the pocket is doubled over.



Suggested method

If choosing to use canvas it is advisable to soak it first to lose the stiffness. Prepare paper patterns for each of the four pieces. For the main piece allow $\frac{3}{4}$ " all round for the outer hem. Allow $\frac{3}{4}$ " all round the two pieces which make up the "flaps" and compartments, noting that during construction of the roll the straight outer edge will be trimmed. A $\frac{3}{8}$ " single fold hem only is necessary for the small pocket.

Cut out the four pieces:

Mark the finished positions of B and C on A with a fabric pencil. Mark the positions of the compartments on C and A.

Suggestion: Apply a light application of fabric glue to each hem as it is made and allow to dry thoroughly before stitching. A warm iron, using a cloth, and then clothes pegs were used to secure the hems whilst drying.

Stitch a single folded hem on the short sides and top of C.

Stitch a single folded hem on the three sides of B.

Stitch the C to A with parallel stitching, matching the compartment lines previously. The stitching should finish ½” before the edge of A, and C will subsequently be trimmed but do not trim A.

Match up B with A, taking care to align the centre edges of B with the position previously drawn.

Glue and stitch a double folded outer hem on the inside of the main piece, the hem will fold over the edge on C ¼” over the bottom of the compartments, thus forming the bottom pockets.

Form the pocket D with a single folded hem all round. Then attach both parts of the heavy duty stud before stitching the fabric to form the pocket. Use fabric glue between the pocket and the main piece before stitching these two pieces together.

Allow fabric glue to cure over 4 or 5 days.

Finally fit the ‘Lift the Dot’ fastener clasp, with the dot nearest to the outside hem, using the special tool, then put tools into the compartments and roll to decide the position of the stud for the fastener and fit. With tools in place the stud came at the centre of the 3rd compartment from the left.

Finished Roll



From *Technical Articles* by Doug and Janet Castle for the CA7C website, August 2015. Reprinted with permission. If you are struggling to read the measurements please check the article on the web.

Submitted by Gavin Boswell

PS I admit this is completely beyond me but would anyone like to make this? Just think—you could have stall at Guildtown and make a killing! -Ed

Another Season for a Little Austin 747cc Speedex - 16 rounds in Scotland

Doune opens the season on 14th-15th April. It is difficult with the Braye to climb with only 52 hp. We, the car and I, held the pre-50s class till group amalgamation which now includes even Cobras. On 19th-20th May is the long run up to Fintray near Aberdeen, a tight course with a hard hairpin asking everything of the original hub brake shoes.

In June there are two meetings: back to Doune on 16th-17th, a historic meeting to celebrate the 50th anniversary since its creation by Lord Moray, then Forrestburn the following weekend - a super testing track I have been off a couple of times, at both hairpins having missed a gear. Forrestburn is just off Junction 5 on the M8, with free entry and good viewing, but too often a cold wind.

Next is the four hours' drive north to Fintray for the race on the 7th-8th July, which is usually a good sunny track weekend. Too often there is a dusty drift and my usual spin at hairpin, but it is always followed by a tea and fried egg roll, thanks to calm mechanic Philip. Forrestburn follows on 25th-26th August, sometimes even in sunny conditions, but usually with a good spectator crowd. I am hoping for an off or spin at 2nd hairpin.

The month of September starts with the fantastic Bo'ness Revival Meeting on the 1st-2nd, with a huge crowd of thousands of spectators, for the paddock 120 historic racers. The car show is at the top of the hill with grandstands and a choice of grub for all ages. It is the only meeting for all the family I have ever known in my 50-plus race seasons. The glam weekend is followed by Doune Guyson National Round on the 15th-16th with all the national championship competitors, a fitting culmination to another wonderful race season.

Hope to see you at a meeting or two.
Always

Felix Sear



C. Felix Sear 1936 Austin Speedex

Nippy for sale

1936 Austin 7 Nippy 2-seater Sports

Genuine 1936 steel bodied Nippy with sports engine on original chassis. Has been owned and cared for by the current owner since 1968. In good condition with most parts having been rebuilt, refurbished or replaced with a correct new item during the last 20 years.

A past class winner at both Doune and Guildtown. Garage needed for other projects.

Fully detailed description and many photos can be e-mailed on request.

Price £16,500 ono.

Please Contact

Stewart Brown

email: stewart.morven@blueyonder.co.uk



Ruby for sale

A blue 1937 Mk2 Ruby

I have owned this car since 1963 and I restored it in the 1990s.

Original interior in running condition. An album of photos of restoration and documentation. Offers.

Contact Bill Millan – Tel 01506 652268 – Bathgate. Midlothian.



Box Saloon for sale

A nice maroon and black, 1932 RP Box Saloon

4 speed gear box, brass headlamps, side lights and vents.
£1,000 spent on the engine and £500 on re-cored radiator.
£8,000 or VNO

Contact David Byron, mobile 07759 140510 – the car is in Hexham,
Northumberland.



wanted

I am looking for a LWB A7 chassis. Preferably a rolling chassis but not essential.
Please phone Dave Charles on 01382 543428 or
email davecharles19@hotmail.com

Spare Parts for sale

Contact Bill Millan – Tel 01506 652268 – Bathgate. Midlothian

I have the following parts for sale:

Long nose starting handle cone x 2

Gear Boxes – G2510 and G2940 another with parts

Crankcases - M160635, M176060

Reconditioned – pair of brakes back plates

Exhaust manifold

Cylinder blocks, 284747 and 140533

Speedometer plate

J Lucas bulb holder

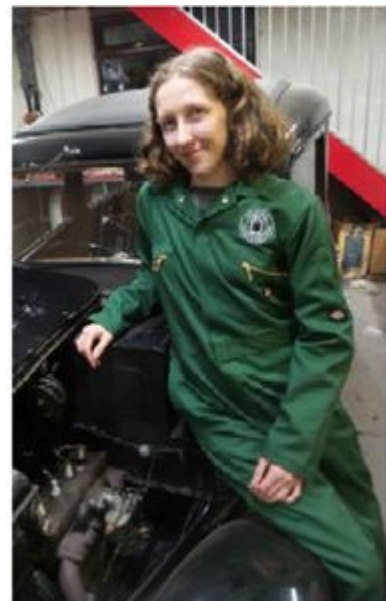
and other boxes of odds and ends.

I am looking for a Box Front radiator in exchange for a Ruby radiator.

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.

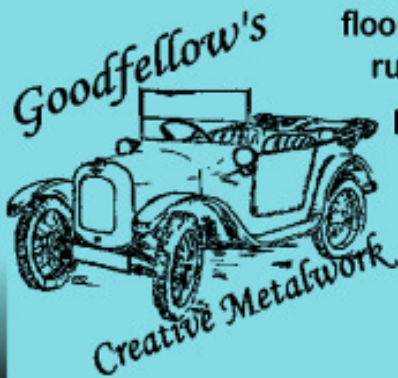


Trade Adverts

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.

Andrew Goodfellow
Goodfellows Creative Metalwork
 Auchterhouse, Nr Dundee, DD3 0TS
 Tel: 01382 320284
 Email: metalwork@ossian4.co.uk

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



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

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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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- 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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www.VintageAustinServices.co.uk

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and are happy to offer advice on
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See our online illustrated catalogue at

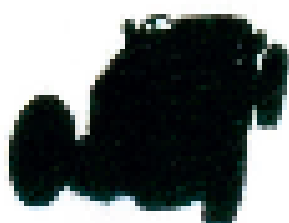
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Events Diary 2018

Drive It Day 22nd April

**Return to Loch Lomond 4th—7th May
Ruairidh and Tanya Dunford**

**Eastern Expedition 25th—27th May
Helen and Ru Balfry**

**Borders Raid 22nd—24th June
Neil and Andrea Williams**

**Guildtown National Rally 27th—30th July
Chris Lambert**

Club Holiday 30th July—5th August

Ayrshire Amble 21st—23rd September

Monte Selkirk 13th—14th October

AGM 17th—19th November

**Boxing Day Run 26th December
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.