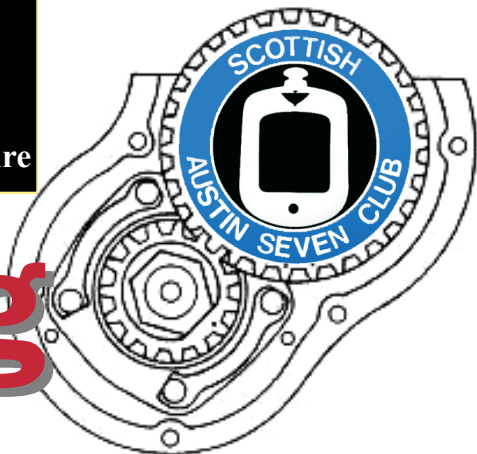


June 2018

Editor this month *Clare Young*

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: Adoption: an Arrow through many hearts... Michael passes the responsibility

Contributors to this edition: Helen and Ru Balfry, Gavin Boswell, Gerry Flockhart, Irene Kendrick, Chris Lambert, Andrea and Neil Williams, Clare Young

Clarelady's Chinwag

Dear Members,

I speak to you today from the Bunker in the East. All around us the shadows of preparation are gathering foretelling merry times to come. Not 5 miles from here Chris Lambert has his shoulder to the wheel making Guildtown happen. A little further west Gavin has put in his applications for clement weather for all our expeditions, but holds most hope for his priority in local matters being applied to the Eastern Expedition. 10 miles up the road the good folk of Strathkinness are preparing for invasion as Helen and Rupert lay down the challenges of the Eastern Expedition.

There have been dark days but the long winter has retreated in the face of staunch Austineering, kicked off by the Easter Holiday and then followed up by the Loch Lomond expedition.

The country echoes with the sound of fettling as SA7 forces set forth to plunder ice cream parlours, charity shops, junkyards and cheese emporia the length and width (thank you Philomena) of the land.

Our front cover is a memento of the bittersweet changing times in which we live. Our much missed past Chairman, Michael Pell, decided that it was time to pass his very loved and beautiful Arrow on to another Austineer. In his own words Michael has told us how this happened:

Longfellow said "I shot an arrow in the air, it fell to earth I know not where." Michael and Brenda Pell know the answer because they have sold the Arrow after nearly 20 years of very pleasurable ownership and membership of the ScA7C to Allan Morrice a relatively new member of the club living up in New Aberdour Aberdeenshire. Allan already has a very smart Ruby and is looking forward to coming to Guildtown this year with the Arrow.

Luckily for all of us, and the public who looked on, Michaels Arrow led us all on a visit to its old home during the Loch Lomond weekend. Later in the magazine you will see pictures of the splendid tea laid on for us by Brenda (it wasn't me, I just made some cakes) and Michael at their very elegant home.

Thank you both for your unflinching hospitality.

Please take time to read Gavin's articles. Many of you will be aware of the forthcoming Data Protection changes that affect you in so many ways. SA7C is obliged to look at this issue and a statement, which we hope will be self explanatory, is included in the mag.

Before I return to my customary hiding place and test more local gin I must remind you all that the Borders Raid and Guildtown will be upon us before we have drawn breath after the Eastern Expedition. Both events are awaiting your bookings. Guildtown beer order will not be placed until we have a good idea of

how many are attending, and how thirsty they will be, so make sure you contact Neil and Chris as soon as possible.

This is also my last opportunity to remind you that Jonneka, our Trophy coordinators, will be wanting you to bring your Guildtown Awards back! If you have a note from your mum excusing you from attending Guildtown then please make arrangements to hand the item to someone who is coming in good time. I am told there is quite enough fumbling going on without missing trophies detracting from the slick, professional Award Ceremony.

I am informed by Chris that entries are coming in SLOWLY. Speed it up chaps, then the man can have a break knowing it is all done. We have a few hidden extras in the programme for you so hopefully we can put a bit more zing into the Sunday (although we promise to do this gently, and not before 11am).

Hoping to see you all soon,
Clare

New Ferry to Replace Lost Service from Rosyth



Membership Matters

I am pleased to tell you that we have had a great response to our renewal season. A huge thank you to all our members for your prompt renewals. We closed the 2017/18 year on 186 members. As of the 30th April the membership is 178 – made up of 176 renewals.

We had 7 replies from members who said they would not be renewing, most being no longer have a car. I have had to removed three membership as these people did not reply to the renewal notice and under the new GDPR Act, effective from 25th May 2018, we can no longer keep your data details if you have not consented. As a Club consent ended at the end of a membership subscription year. *(There is a separate article about the GDPR below explaining what our legal grounds and obligations are as a Club)*

Since the 1st April we have had two new applicants and we welcome to the Club Colin Gilmour from Glasgow who owns a 1935 Mk I Ruby that he is busy restoring; and Ian Dunlop who lives in New Aberdour, Fraserburgh and he owns a red 1938 Mk II Ruby. A warm welcome to you both and we look forward to meeting you at future events.

Gavin Boswell – Membership Secretary

The New General Data Protection Regulations (GDPR) Effect on the SCA7.

As from the 25th May 2018, the new GDPR came into force and this has an affect on the SCA7. As the Club is a small organisation it is bound by the new GDPR however our processing of data and retention is very limited. The Committee have agreed that the Club makes this Data Privacy Statement to all members so as to inform you as to how your data is used.

Under the new GDPR we have to show a “lawful ground” for the holding and use of data from individuals and this lawful ground comes firstly as consent by the data subject – when a member joins or renews their membership, they have provided the data required for the Club to then legitimately use the data for the Club’s interest to provide the service to the member, i.e. providing a Club

magazine and if subscribed, the quarterly A7CA magazine. Members have agreed to opt in by providing their postal address, email address and telephone contact. The postal address is used sent your paper copy magazine, your email address if provided enable a Member to receive the eNewsletter, which goes by email only and your telephone number to enable the Club to contact you with regard to Club matters.

The Club receives this data when a member provides this information on their application or annual renewal form. The Club used the address data for the magazine printers and the email address data for the eNewsletter.

The ScA7 Membership Secretary is the Club's Data Processing and Protection Office and is the person who should be contacted if individual data changes or needs to be changed. As a member you have the right at any time to opt out of receiving post, emails and telephone contact and the Data Processing Officer should be notified. (Please be aware that an opt-out of post or email, does mean you will no longer received Magazines or eNewsletters).

At the end of a membership year, any member who leaves or does not renew within the time period of renewal, the retention of their data will be removed from the electronic Excel database and from the eNewsletter list. To become a member again will require a consented new application (and any fees) Old application forms will be shredded at the end of the membership period. Data is on a secure and password system.

The ScA7 will no longer be able to provide members with a membership list, as the secure storage and use of the data would not be able to be ensured and would constitute a breach of the Regulations. If members wish to contact other members, the Data Processing Officer will accept an enquiring members consent to pass on their data, by making contact another member as asking if that member is willing to make contact with the enquirer.

The Committee will be considering this Data Privacy Statement now being included in the Club's Operational Rules, so that every new member is made aware of this regulation.

Gavin Boswell and the SA7C Committee

(With thanks to Gavin and Charlie Carpenter who have given us the benefit of their professional training in this matter) (Ed)

SA7C Easter Holiday

The custom for many years now in the Scottish Austin seven club is to take an Easter A7 holiday. This involves taking the cars out of hibernation and motoring on the cusp of the spring and winter seasons. Not always do the cars appreciate this as the weather can be somewhat changeable, as this year.

The contingent of A7 cars this weekend numbered two Rubies, two Big 7's and one box saloon. A balance of five moderns made up members transport. Unfortunately two couples had to withdraw due to illness out of the original entry of twenty three members.



The Services at Abington on the M74 were at the appointed meeting place as the original A74, A73 and A702 routes all meet up there, giving access from Edinburgh Glasgow and Lanark, not to mention one couple joining from Mauchline, Ayrshire.

The base for the weekend was the county town of Dumfries on the sandy shores of the Solway Firth, where the salmon river Nith joins the sea.

The route for our first stage of the drive south was via the Dalvern Pass, giving fine views over the Scottish Lowlands, climbing 1150ft between hills over 2000ft. This road passes Drumlanrig Castle, a treasure house, containing one of the finest art collections in the UK.

We had now driven out of Lanarkshire into Dumfriesshire passing through the village of Thornhill into Burns country and the village of Auldgirth for lunch in the Inn. A well-earned rest for all the Austin's, drivers and passengers following 34 miles without missing a beat in decent weather.

The drive into Dumfries was just ten miles, to the Glencairn Hotel car park. Here we met up with friends from Cumberland, Melrose, Saltcoats and Yorkshire; not to mention Strathdon, Aberdeen.

Situated in the centre of the town, the hotel offered a wide range of facilities, beyond banqueting and conferences to leisure and a heated pool. The staff were first class as was the restaurant.

Saturday we put our navigation skills to the test to visit Annan, via Caerlaverock Castle / Nature Reserve south of the town on the Solway coastal route east to Cummertrees. A distance of twenty miles. Here we were to meet up with local auto enthusiasts in their local Tesco car park.

The vehicles present were a Triumph Herald convertible, a Reliant Scimitar and an A7 Box Saloon. When our group caught up, the local 'boys' with one girl piloted us all to The Devils Porridge museum at Eastriggs, 3 miles east of Annan.

The museum recalls the wartime activity of 30k workers employed by the ministry mixing guncotton and nitro, termed "Devils Porridge", as the description of cordite. The factory, built in 1915, stretched 12 miles along the Solway coast to Gretna on the Border. Following the end of WW1 the site was mainly returned to private ownership, which apparently has taken 90 years to complete. The museum has been developed over the last 20 years and depicts the life and times of the township, the factory and the people in a new state of the art building.



Lunch was taken back in Annan at the Fish & Chip Café, where soup was taken, prior to the drive back to Dumfries and the Aviation Museum.

Over some thirty years now, the club has made several visits to this enterprise, having had members with a foot in each 'camp'. A wide of aero engines and planes are featured from different countries, but only recently a Spitfire recovered from Loch Doon, having been restored, was put on display. Loch Doon is basically

a dam for the Hydro Board, located 18 miles south east of Ayr and used for RAF training in days gone by. For those who continue the McKay A7 tradition, Annette and Stuart, we were most happy you enjoyed socialising with the group and meeting both old and new friends.

The day's mileage worked out at 52 back to the hotel. That evening members Neil



and Theresa, from the Annan area, joined the visiting A7 group for supper, to review the day's activity and get acquainted.

The hotel entertainment after supper was "Kolin - The Voice of Decades -" taking off 'Tom Jones' style, ably assisted by the dance team 'Marie and Kevin'

Sunday morning our new friends from Annan kindly came to the hotel to guide the A7s out of the town, South on the New Abbey Road, past Sandyhills to Rockcliffe – 22 miles. Here we



took advantage of the fine day to enjoy an ice-cream in the memory of Else and John McKay and Ruby FMD. The Scimitar and the Herald both kept pace with the Austins round the corner, to Kippford and the Mariners Inn for lunch. In the afternoon the group split with our new friends returning to Annan and the SA7 contingent motoring on to Dalbeattie, Beeswing and Dumfries giving just 40 miles in the day. The evening format of supper and entertainment was repeated; this time with a Scottish night of Sandy and Lee, accordion and drums. The weather changed on Monday morning day break for the worst with mist and rain. After our goodbyes members departed around 9:30am on their various routes with a snow warning on high ground for those going east. The route back to Abington was reasonably quiet, where this time we took the low 'B' road via Beattock not wishing to chance really high ground weatherwise. En route we attempted a coffee stop at the Auchen Castle Hotel, only to be told weddings only. Both the Carpenters and ourselves had already crossed that bridge. As we departed the Abington Services the snow had started and kept us company all the way home, freezing the screen. However, the Big Seven never missed a beat and recorded 226 miles over the weekend at 35mpg for the record. The Easter Holiday custom has been upheld, with comfortable hotel accommodation, good food and good company. Of special mention we are grateful to one family; Myra's Easter Eggs and Charlie's organisation. For the SA7 Easter Holiday please accept the appreciation of those who partook.

"PR"



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



Guildtown

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 ceillidh 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 was enclosed with your previous *Meshing Point*. Please contact Chris if you wish to enter but do not have a form.

Chris Lambert



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

In the April issue of Meshing Point, Felix Sear sent the above titled article about this year's up coming racing events in the little A7 Speedex he owns. Felix wrote that the season begins with the Doune Hill Climb event on the 14th-15th April which has the difficult Bray to climb with only 52 hp.

Felix sent me an email on 23rd April to say his update on the racing events would be somewhat curtailed and he had been involved in an accident at Doune. I went onto the Web and found a short piece from the Daily Record about Felix's unfortunate race. On the Sunday Felix's A7 Speedex rolled causing him to fall out of the vehicle and on to the track. It's understood that the Speedex did not have a seat belt. The event was suspended as an air ambulance was dispatched to ferry Felix to the Queen Elizabeth University Hospital in Glasgow, where he was admitted with a suspected broken wrist and facial injuries and a blood clot. Felix's email said he was now home and he waits to see the car which may now need a large or full rebuild.



The photo shows Felix on an earlier run at the Doune Hill Race (Photo courtesy of Eddie Kelly Motorsport Photography)

Things to Buy!

I was visiting a garage in Kemnay, Aberdeenshire the other day and the owner, Brian Downie is doing up a rather tidy little Austin Ruby, 1938 which he will have for sale soon. So if you know of anyone who might be interested, they might contact Brian on brian@bdownie.fsnet.co.uk or phone him on 01467 642510.

I'm a member of the Alvis Owners Club (that's why I was at the garage, arranging for Brian to check over my TA21) and I also have an Austin A30 (which is undergoing rather a lot of welding!)

Best wishes
Colin Harris

Return to Loch Lomond

It was the first sign of spring after a very long cold winter and Mr Gibson was busy preparing for the family's first Scottish Austin Seven Club outing with Ruby in tow. All was going to plan, the trailer had been collected from storage at Hard-Ridge Farm, the motorhome was packed and ready to go. All that was missing was the rest of the family. The school bell rang at 3pm and we donned our matching fleeces as we were ready to set off. That's when the bubble burst.

Driving the motorhome out of the newly built drive with it's bespoke gates wasn't as easy as it had been earlier in the week. Perhaps it was the excitement, or maybe his empty tummy, but Neil managed to prang the motorhome rear bumper, taking out the new gate post. "Oh never mind, the glass is refillable", I reminded Neil of the new Gibson mantra.

Anyway, onward we went. First time towing and Neil was doing well, the newly fitted rear view camera worked a treat and we had a super view of Ruby all the way. Following the Satnav we took a left at Gartocharn, "we're nearly there" we thought. But, oh no, a dead end on a single track road. Neil, still not having taken that trailer course he had promised himself, managed to remain calm and unhitch, turn around and get going again much to our delight.

Upon arrival at Lagannbeg we unhitched, parked up and made camp. A lovely evening of catching up ensued and we met some new friends too. So nice to meet Peter Lawrie and Allan Morrice.

Saturday morning, the day of the first run. Our attention was drawn to a flurry of activity. With Neil Williams in the lead, a merry band of Austineers marched with purpose towards the burn. An exclaim of "I've caught a whale, I've caught a whale!" was heard. As it turns out it was an Austin Seven whale! Part of Neil's RAC training, we were assured.

A short time later and with much anticipation, we set off, staying in the middle of the group for safety. We remembered the rules of making sure you could still see the car behind. Thank you to Mitch and Jetta for stopping to allow us to catch up. On our first proper run we felt like celebrities, waving to the assembled crowds in the streets, spreading smiles all around.





Stopping at Tom and Joyce Abernethy's house, we got our first photo of all the cars together and the girls counted 18 in total. Tom showed us around his impressive garage and we stopped to admire one of the oldest cup models known to exist. The

visit was very impressive indeed, even young Brannon remarked "Dad, this shed is better than yours!" The girls and I were much more fascinated with the extraordinary grapevine growing through the conservatory, wow! We wondered what came first, the vine or the conservatory? Thank you to Tom and Joyce for opening their beautiful home to us all.

As we arrived in Aberfeldy we learned of the first breakdown, Peter encountered a distributor problem in his blue Box but Ruairidh and several others helped him get back on the road. Aberfeldy was a lovely wee stop, the club members took over the tea room and had their fill of the lovely hot rolls and cakes. On return to our Austins we were met by tourists eager to take photographs and ask questions about the cars.

Next stop was the pier at Loch Katrine, that's when we had our breakdown. Thinking initially it was the weight, being 4 up, I got out and started to push with the help of Clare, Sandy Petrie and others. No joy, poor Ruby wasn't having it. We made it to a safe place to stop and, with Neil Williams' expertise, identified the problem. With much sooking and poking with Steve's single bristle, the jets were cleaned and all was well again.



Not taking any chances, Iona and I had a lovely journey to the end of the road in Sandy's grey Ruby, thank you Sandy.



Later on Saturday night the merriment was well under way, the gathered members all cosy under the gazebos as we recalled the events of the day. The canoeedlers (Neil and Andrew Williams), with squeaky cheeks, went off for their sunset kayaking on the loch as we celebrated the end of a truly great first outing for us.

Sunday's run was in glorious sunshine. It was definitely a case of "sun's out, taps off"! (a well known but not off heard Saltcoats saying) After a quick service, with the new spark plugs provided by David Lodge, thank you very much David, the Rubriole came into it's own in the sun. All were in agreement that she sounded and drove so much better on four cylinders. The drive through the countryside towards the view of the Campsie hills was delightful. We shared the road with many cyclists, all of whom smiled as our entourage passed. No breakdowns on this run but Clare and Steve managed to lose the group (perhaps intentionally) giving Fergus some spare time to co-ordinate his accessories. We were in absolute appreciation of his yellow headband and sunglasses to match his yellow Austin.



Mugdock park was a fantastic place to gather for picnicking and play. The children had a fabulous time whilst the adults enjoyed basking in the sun before heading off again. This time our destination was Michael and

Brenda Pell's house. It was a pleasure to meet this lovely couple and visit their beautiful home. What a great deal of preparation had gone into providing afternoon tea for us all. We were truly grateful for the hospitality and so pleased to see the Ulster out of the garage again.



On return to the campsite it was a much quieter evening with some members having made their way home and others being tired out from over 80 miles of Austin Seven driving over 2 days. It was nice to relax, chat and enjoy the company before having an early night.



We packed up on Sunday and said our goodbyes, sun kissed smiling faces with stories to tell

and photographs to show. Neil drove Ruby onto the trailer and we went on our way. The journey was without mishap until our arrival at home, when attempting to drive Ruby off the trailer, she wouldn't start. With much key turning, head scratching and almost resorting to pushing (or phoning Ruairidh) we realised the fuel gauge is actually accurate and she was out of fuel. Quickly remedied, Ruby was driven into the garage and tucked under her blankets, she had fared well this weekend.



Our first proper runs with the club are now firmly etched on our memory. What a fantastic weekend with a lovely group of kindred spirits. Thank you to the Scottish Austin Seven Club for welcoming us and making us feel a part of something very special indeed. Thank you to Ruairidh for





all of his organisation and making this happen and to Clare for her wisdom. It really was as Meshing Point promised - "good fun, good roads and good company". We are looking forward to the next one.

Some team Gibson best bits to finish:

Iona - I liked driving out in the cars in a line, I felt famous!

Roslyn - I liked going to the beach at the campsite and making things with the clay mud.

Mary Anne - I thoroughly enjoyed afternoon tea at Michael and Brenda's with real china cups and saucers.

Neil - It was great to get a proper drive in the car and feel confident with it.

*Mary Anne Gibson
(with a little help from
Neil, Roslyn and Iona)*



Goodfellow and Gibson at Abernethy and Aberfoyle



The View from the Passenger Seat - "Do you drive the car?"

Decades ago when I owned an Austin A40, rumors went round the school that Miss Stirton had lost her licence for drink/dangerous driving or - less likely, speeding. The truth was much more mundane. Marilyn, my passenger, loved driving - co-driver on rallies with her husband - and hated being driven, whereas I was happy to move into the passenger seat.

Years later I decided to upgrade my driving skills in the hope of enjoying driving more. The classes were run by a police officer at the local school. He was a total misogynist and I eventually decided that I did not wish to go out for an assessment drive with him and that he could make his own decisions on how to caress his gear stick! (#me-too?)



"You never let me drive!"

CartoonStock.com

switches, manipulate the windows etc. without much thought. If I was driving one of the old cars, I'd have to change the habits of a lifetime (or a large part of it) and I'd always be on tenterhooks in case I ground the gears or damaged the car.

Also I am also much more curious about what is going on outside than interested in manipulating the mechanics of the car. I enjoy watching the birds in the sky, the animals in the fields, observing the scenery, checking the rubbish on the verges, looking at the people passing by - and finding a suitable bush for a comfort stop. I also have become quite adept at map reading and finding our way to the lunch stop, hotel, home etc. There is a lot of detail on a map which allows you to make deviations to find something that looks interesting which would not be pointed out by the sat-nav.

It is not a sexist thing. Peter has encouraged me to try and I am delighted that the Scottish Austin Seven Club has women who are totally at home in their Austin Sevens and that there is a trophy for a lady driver awarded annually. Alongside is a photo of a rather worried looking Margaret Tett receiving the ladies' trophy from President Harry at Guildtown. She uses her Seven daily while Alan sits alongside, uncomplaining.



So, when I am asked if I drive any of the old cars I quite simply answer "No". I guess I **could** drive, maybe I **should** drive, but basically I **would** rather sit in the passenger seat and let the chauffeur take me around. And, truth be told, I am pretty sure Peter prefers it that way!

Irene Kendrick

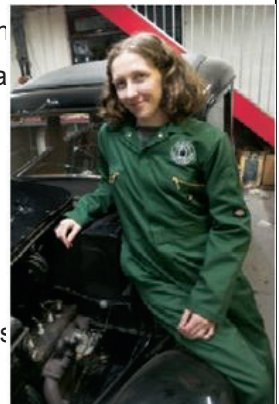
Thank you Miss Stirton. Clearly you and I have sampled the same driving instructor in the distant past. Loud checked jacket and greasy hair???

Mrs Tett wishes you all to know that she has never driven fast and it is undoubtedly her who is uncomplaining. Ed.

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 the Club 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

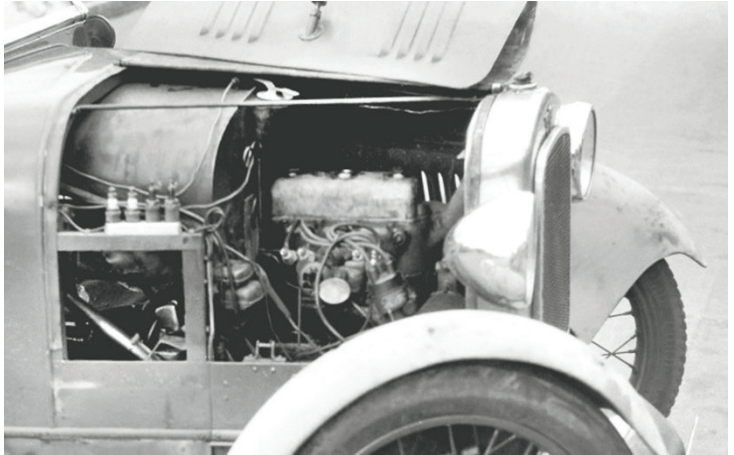


Planning for Guildtown 2018

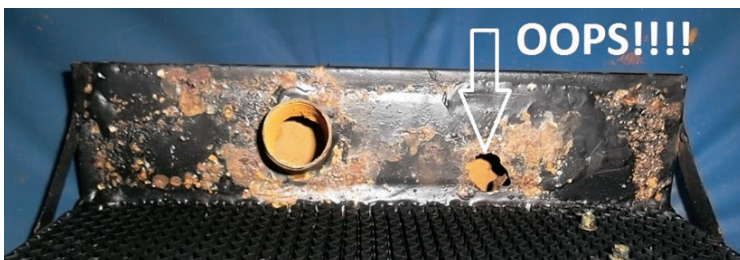
Part III

Trouble Up Front

When I started re-commissioning the Boyd-Carpenter for Guildtown last year Lorraine stuck a post-it note on the fridge listing the jobs I planned to carry out. It reads; carburettor, gearlever, pedals, exhaust and in big



bold letters underneath – **Do not be distracted.** Well the carburettor and gearlever are done and the pedals and exhaust almost sorted but the list just kept growing and now includes - remodelling the dashboard, new footwells, a new re-positioned bulkhead, a slight adjustment of the petrol tank position to suit the new bulkhead, new engine flitch plates, a total rewire, replacing the starter motor housing, replacing the steering box (more of which later) lowering the battery box, along with all the other modifications mentioned in previous articles. Some, but not all of these, have been as a consequence of the original four objectives but others have been done out of necessity as one mechanical disaster after another unfolded. The latest of these occurred in April as I was fitting a new top radiator hose and my finger went through the bottom of the header tank!



I think I uttered something slightly stronger than oops!

When I started looking at the pedal arrangement I found that father had used a standard chummy steering box mounted on a Super Accessories 17° steering wedge to give a combined column rake of 32°. Ignoring the question of originality for now, because the wedge sits on top of the chassis rail such an arrangement lifts the steering box, and therefore the brake pedal, by about 2 inches. Would dropping the box down give me a bit more foot room and what box would I have to use to give me the required rake?

The Motor Sport road test of the Boyd-Carpenter described the steering as being “lowered and extended to give a proper scrapping position” an interesting description to use instead of just saying that it had a well raked steering column. In 1930 when the car was built the standard Austin 7 steering box (part no 1A6025) had a rake of 49°, an alternative box (part No 1A6041) was available for coach built sevens with a lower rake angle of 41°. Sporting Austins came with a variety of column rake angles. The GE Brooklands model had a rake angle of 37½° (part No 1A6042), the later Ulster box had a rake of 36½° and the later still Nippy came with a column rake of 33½°. As the first Boyd-Carpenters were built in 1928 I discounted the 1930 Ulster and 1933 Nippy boxes as being too late chronologically. The alternative for coach built sevens was a possibility however, because of FH Boyd-Carpenters association with Gordon England before starting his own company, and because the rake angle was the nearest to that required, I decided the one to go for was the GE Cup model box, part No 1A6042, fitted with a small 4½° wedge to drop the rake down to 33°.

The other deciding factor was that in amongst all fathers garage spare parts I'd found just such a steering box casting. Could this have been the original for the car?

Unfortunately the casting was unusable, the boss at the bottom supporting the brake pedal shaft had been broken off and there was a crack on one side at the



clamp bolt. I did wonder if such damage could have been caused by a car rolling over or, because a Boyd-Carpenter doesn't have any doors, by the driver

pulling himself over the cockpit side by grabbing the steering wheel. We'll never know how it got damaged, however, it has now been repaired and fitted to the car with an additional support block mounted inside the U of the chassis rail to take the strain from the brake pedal shaft. Just to complete the job in the steering department, I've invested in a new Ulster steering column clamp from the Seven Workshop to replace what I think was a column clamp off a Triumph Herald.

Replacing and repositioning the steering box along with the changed brake pedal, new accelerator linkage and slight changes to the bodywork framing has, I think, made it just possible for me to drive the car with some degree of comfort. So far most of the changes that have been made are all to the front of the car however I



recently decided to change the carden housing gaiter to find that the prop shaft didn't seem to be long enough as the carden blocks where sticking out the front. I believe the problem has been caused due to the combination of using the right shorter prop shaft for the 1930 car at 19½ inches long but having the wrong 1931 back axle which requires a longer 20 inch prop shaft. Changing the prop shaft was the obvious solution but as I didn't have a longer one, and I am planning to build up the original back axle, I've made up and fitted a spacer which moves the housing further forward.



Externally the most obvious change has been to the dashboard. The vertical drive PA type speedometer has been replaced with an angled drive silver faced model along with a matching Smiths clock. In part one I detailed the problems of the fuel feed to the high mounted side draught carburettor caused by a lack of driving head. It's now obvious that The Motor Sport road test car did have a pressurised fuel tank so I've followed suit which has required the fitting of a hand operated air pump, fuel pressure gauge and an additional petrol tank connection.

The Boyd-Carpenter is still very much the same car father rebuilt 20 years ago. The majority of the changes will go unnoticed as they're unseen under the skin and I'm sure father would have approved of the changes to the dashboard and engine bay.



The picture at the start of this article is an extract from a 1930's road test report of a Boyd-Carpenter and has been the main source of information for some of the changes made during the past months. The result, not an identical copy however, only 32 Boyd-Carpenters are thought to have been built over a 5 year period and I doubt the minor detailing of each of those original cars were all exactly the same.

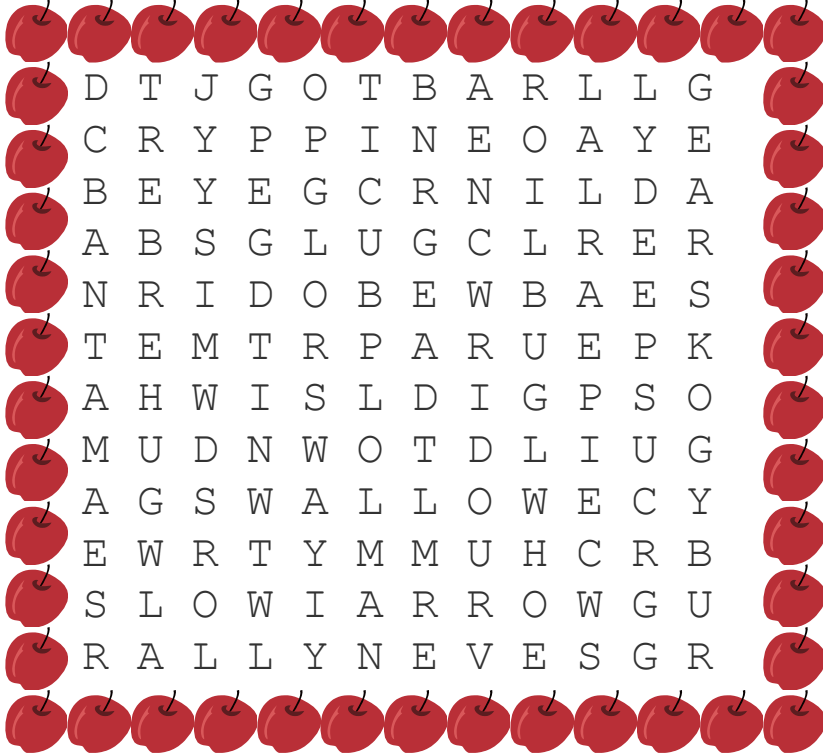
The cars in the Flockhart garage have always been named. Within the ranks of the moderns we've had Buzzbomb, Maggie, Pussycat, Brenda the Breadvan, Beatty the baked bean, Thumper and Goldielocks, fathers Gold Riley RM. Likewise the Austin 7's all have names, the two box saloons Katy-Sue and Mary Jane, Nippy the yellow Type 65 (odd as it's technically not a Nippy) and Dolly Mixtures my blue special. Strangely the Boyd-Carpenter has always been known as "The Boyd-Carpenter" or just "The BC". Well I'm glad to announce the car has officially been christened Scarlett O'Hara using copious quantities of my own blood. The name is in part due to the bright red paintwork but also seems to be appropriate because of her petulant and stubborn nature and ever growing list of problems. Scarlett appears to be determined not to get to Guildtown, well, to quote Rhett Butler from Gone with the Wind "frankly my dear I don't give a damn", we're going!

Just had a phone call to say that the radiator has been repaired and is ready for collection but, in keeping with Scarlett's usual behaviour, it unfortunately had to be re-cored. In keeping with her expensive tastes I'm beginning to think Scarlett will not be satisfied with ordinary unleaded and will require the a shot or two of Southern Comfort every time I fill the tank.



Miss Stirton's Word Search

To be completed before Guildtown



ARROW

BIGGIE

GEARS

LONGBRIDGE

PEARL

RUBY

SPECIAL

AUSTIN

BUG

GUILDTOWN

NIPPY

RALLY

SEVEN

SPEEDY

TOURER

BANTAM

CHUMMY

HERBERT

OPAL

RELIABLE

SLOW

SWALLOW

GUILDTOWN 2018

ROLL UP! ROLL UP!

**REMEMBER YOUR RAFFLE PRIZES
WHO KNOWS WHAT YOU MAY WIN?
SOME PEOPLE SAY THAT'S WHERE
THE CHILDREN CAME FROM,
ALTHOUGH SOME BLAME THE BAR!**

**IF YOU HAVE A GAZEBO PLEASE THINK
ABOUT BRINGING IT TO ADD TO THE SOCIAL
SHELTER.**

**IF YOU HAVE CLEVER IDEAS SHARE THEM
WITH CHRIS.**

PIN THE MISSING BIT ON THE SEVEN

THROW WILTED VEG AT THE CHAIR

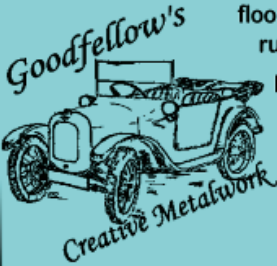
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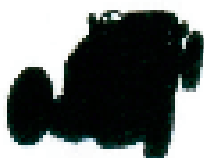
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Events Diary 2018

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.