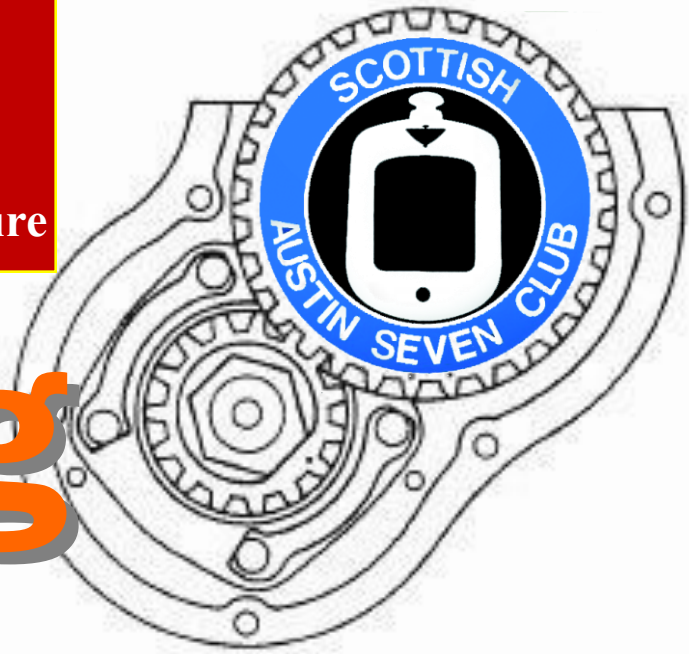


October 2018

Editor this month *Clare Young*

Mighty Motoring in Miniature



Meshing Point

The Magazine of the Scottish Austin Seven Club



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

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

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

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Cover Photo: It Must Be Guildtown—Gavin Boswell

Contributors to this edition: Gavin Boswell, Jen & Ruairidh Dunford, The Committee, Gerry Flockhart, Jenn Wallace, Ruairidh Dunford, Carrie Page & Clare Young

Clarelady's Chat

Well it does seem a long time since I last saw you all. I seem to recall the sun was beating down relentlessly, petrol was evaporating faster than a politician's credibility and we were heading toward Guildtown with the usual assortment of parasols and wellies.

A glance in the rearview mirror reveals that we survived Guildtown and some of us remember it..

Those of you who were unable to come can picture the long sunny Thursday for those of us setting up, and a hot sunny Friday with people arriving with reports of 30 degrees and more from the dashboards of tow cars and vans. The BBQ commenced and all were fed. Wasps cavorted around our tables, dogs sought shade and water...

Your Clarelady retired to Daphne sometime after 10pm, being of the pooped persuasion by then. Refusing to look at any weather forecast she pulled the duvet over her head and... almost immediately thought she had been kidnapped by a coach holiday company and forced to sit through Waltzing Waters (remember that) remastered. Sound, light and crashing rain. Little short of Wagner and Judith Ralston fighting over the last bag of chips after a trying day. Rain to the extent that thoughts of cancelling the run (!!!!) actually appeared.

As will be told nothing so bizarre happened and Guildtown progressed with the usual eating, drinking, getting lost, drinking, dancing and, for some, getting lost again.

Sunday was certainly a little restrained as socks, hats and boots appeared to combat an 18 degree drop in temperature. I hope to be printing a full account for you later in this august publication...

I have to thank everyone on the committee who worked so hard to make things happen, both before and at Guildtown, and add particular thanks to the WAGs, Joan, Geoff and Steve who swept, cleaned, moved, placed, replaced and sorted throughout the weekend.

Thank you to Chris Lambert for all his work, including the plaques, to all who donated to all the fundraising activities and to the Saturday night bar. The Rally paid for itself yet again and hopefully put some money in the coffers of Guildtown Community Association so that we can enjoy the same facilities again next year.

Our next annual event to which we must turn is the AGM at Blair Atholl.

The AGM is an important event because that is the forum for you to put in suggestions and comments on the Club, and to call those of us on the Committee to account. Before you all start trying to think of really hard questions I would be glad if you would turn your minds to the question of your own ability to serve the Club on the Committee. Last year you will remember that we were very fortunate to gain the services of Marion Morrison as our new treasurer. I know that she has

worked hard to complete the hand over from Charlie and has been terrifyingly efficient throughout the year.

This year we are looking to replace some other member of the Committee who, because of changes in their personal lives, are no longer able to continue in their previous roles. Simon Rooney, who has been our Events CoOrdinator, and Neil Williams, who has had a challenging time trying to tame the website, are both stepping down from their present roles.

Our Secretary, David Lodge, who has a pivotal role in the running of the Club, tells me that he needs to step down from the Committee as his own business is now more demanding of his time. David feels very strongly that he will not be able to do this unless he is confident that another Club Member is taking on this important role and so, if you feel you would like to add your name to the nominations described later in MP please let him know before the AGM.

I am due to step down as Chairlady and will certainly do so if anyone else wishes to stand and is appointed at the AGM. Otherwise I shall continue for another year to bridge the changes elsewhere in the committee. (rather worryingly I was referred to as a figurehead, which brings to mind being stuck on the front of a ship, usually in more dishabille than is customary in Seven circles...).

So get those names into the hat, please!

Before anyone gets too anxious I can confirm that Neil and Andrea are still going to organise the Borders Raid next year, so we get to hang on to the extra good bit!

I understand that there are still some rooms left at the Atholl Arms for the AGM weekend, and that anyone with a van could use the alternative accommodation at the local caravan site. The Atholl Arms have raised their price minimally from last year but I feel very strongly that they still offer excellent value for money—a feeling only reinforced last week when I had to pay £75 to spend the night in a hotel where very little worked, and breakfast was not included! (I confess to eating all 3 of the biscuits from the tea tray there).

As I write this Gavin and Caroline are moving into their new Manse where they will have splendid views to contemplate whilst editing and Membershiping in future months. I am sure we all wish them happiness in their new job and home.

David will be doing his final plans for the Ayrshire Amble and preparing for the AGM.

Simon has tried to pull together the Monte Selkirk, but I understand that this has not been possible because of the prices hotels have been quoting him. I realise this will be a disappointment for those hoping to explore another area, but efforts will be made to put something in place for 2019.

The good news is that we are already working on 2019 and have dates for the Return to Loch Lomond, Brideswell Revisited and the Borders Raid already set.

What we need now are PICTURES for the CALENDAR to be submitted as soon as possible so that David can have calendars on sale as usual at the AGM.

See you at Blair Atholl,

Clarelady

Sorry you are hearing so much from me. Other reporters on medical parade.

Membership Matters

I hope you enjoyed the Guildtown Rally this year, if you were able to go along. We had a good start to the weekend but Sunday was rather wet to say the least. However, the weekend did see the Club gain a few new members. And so we welcome to our Club family, Iain Wilson who has a Big Seven that he bought from Falko Burkert. Iain is from Prestonpans.

After the Rally, Jamie McIntyre joined us, Jamie is at Sorn Castle in Ayrshire and he owns the blue 1929 AE Chummy that was previously Fergus Dobie's car.

Membership now sits at 181.

Gavin Boswell – Membership Secretary



Iain looking forward to owning the Big Seven

The Dunlop Ruby



A Lot to Swallow



'Twas an early start for me but as my needles clicked and the English countryside sped by, my train eventually reached Oxenholme Lake District and, true to promise, wee son from Glasgow pulled into the car park – on the dot! It had apparently been a tight squeeze but there was just room for my small backpack beside a beautiful wooden structure that filled the back of his Volvo.

Next stop seemed appropriate as there was a gleaming MG on the drive and we were ushered into what is obviously the home of a competent upholsterer. A fascinating conversation ensued as Ruairidh produced both the remains of an original Gordon England Cup Model door (dripping bits of disintegrating debris) and a photo album depicting just about every angle and detail from Cup Models that he had researched.

Next, a visit to Garry's garage where an immaculate cute 2-seater vouched for his skills, a deal was done and Ruairidh's Cup Model frame was unloaded ready for the mammoth task of receiving its skin and trim.

On to Margaret and Alan Tett's paddock to find Ruairidh's Pearl Cabriolet, safely where he'd left it a week previously, fresh (well, not quite so *'fresh'!*) from his family's summer camping trip round France. Buckled up and on through picturesque Pennines, heading to the historic Wellington Inn situated in countryside near Harrogate.



What an evening! We were welcomed by Swallow enthusiasts from various distant parts of England – some had known Ian from his 7 Workshop days or had purchased springs and wheels from him; another who had supplied the most comfortable air cushions for Cabbie; the son and granddaughter of Connie Teather who wrote the history of the Swallow; Sue and Nick Turley whom we know from the



A7 Club's Association. Good to see a substantial row of gleaming Swallows; also great to meet new friends including the weekend's organiser, Lorna Mountford, in a superb Wolsey Hornet Swallow, *completely* restored by herself – amazing!

Nick's Saturday route took us up some steep inclines that allowed us to view the cars slowly winding their way up to the summits. The weather was against us but most had their roofs down and we soon found ourselves at Stumps Cross Cavern. This extraordinary network of caves has many spectacular stalactites and stalagmites; we donned hard hats, ducked (and groused!), chatted, gazed, laughed, groaned (quite a few backs were giving out in the low tunnels) and finally emerged into the tearoom, gladly retreating to soft furnishings!

Later, we entered an impressive gateway, the Cabbie following Swallows up the long driveway to some enormous outbuildings. Inside is the most extraordinary

collection of cars, tractors and automobilia I have ever seen. This amazing collection, owned by three brothers, is varied and contains everything from the earliest pushbikes to a Silver Ghost Rolls Royce; it is quite difficult to take in the enormity of what stands in front of us. A second floor is rammed with Veteran cars and an enormous engine house contains row after row of agricultural machinery, large portions of which are the only remaining examples worldwide. Words cannot do justice to what we see and many thanks must go to John Firth and Nick for making our visit possible.

We leave the estate by a second driveway and head back through pretty lanes to the Wellington. After lubrication at the bar, we dine together on excellent food before Lorna announces the winners of awards this year. There is a cup for almost everyone (including ourselves!) and much cheering, laughter and humorous heckling ensues whilst poor Harry Teather attempts to hold some semblance of order during these presentations.



Farewells on Sunday and a promise that the next project (after Cup Model) will be my Swallow 2 seater – purchased fifty years ago, as hundreds of bits, from Donald Doughty (founder of Swallow Register). I did tackle the chassis back then (even dried it beside sitting room fire!) but then Ruairidh created a growing bump, followed by a busier life, so it was shelved for several decades. There are certainly lots of Swallow bits and enough to get his teeth into. Here's hoping.

AGM and Winter weekend

16th - 18th November 2018

Atholl Arms Hotel, Blair Atholl, Perthshire

Our AGM weekend will again be held in the Atholl Arms Hotel, a lovely venue situated at the North end of the village of Blair Atholl adjacent to the train station. The Hotel has 31 rooms and if we book the majority of these we will have exclusive use of the dining room for our evening meals and raffle / awards ceremony.

There is an open fire with comfy seating in the reception area and an open fire in the dining room so it should be nice and cosy to keep out the November chill. There are two bar areas, plenty of seating and lovely views from the majority of rooms.

The AGM will be on Saturday morning, 17th November at 11 a.m. On Saturday we have an evening meal, at 7:30 p.m. followed by the raffle and awards ceremony. Raffle donation are needed, for this much enjoyed event.

Trailer parking will be in the car park at the rear of the Hotel.

Austin 7 parking is directly in front of the Hotel.

To book, please call the Hotel using the contact details below. The cost is £65 per person per night for Dinner, Bed & Breakfast.

Credit/debit card details but no payment will be taken at the time of booking:

Atholl Arms Hotel Blair Atholl Pitlochry Perthshire

PH18 5SG

Telephone - 01796 481205

info@athollarmshotel.co.uk

www.athollarmshotel.co.uk

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

Planning for Guildtown 2018

Finishing Straight / Home and Hosed



This fourth and final part concludes the 12 month saga of getting Boyd-Carpenter GH 6790 back on the road in time to attend the 2018 Guildtown Rally.

Written in the week immediately after a great Guildtown rally, successfully getting round the Saturday run with only minor issues and then winning 2nd in the sports car class on Sunday it would be too easy to forget that the run in to the weekend was far from straight forward.

By mid June with about 6 weeks to go I thought I was well ahead of the game. With the new radiator fitted I only had a few items left to sort out and was expecting to have about 4 weeks of testing on the open road to sort out any niggles that cropped up; Scarlett however, as usual, was going to follow her own agenda.



The new exhaust manifold and fabricated downpipe is now fitted as one piece and just sneaks through the gap between the front cross member and the full length undertray before bending upward to give enough clearance for the silencer to be fitted above the undertray. The old tail pipe had been made out of a modified box tailpipe passing over the axle but a pe-

riod photo taken outside the BC works suggested that originally the tail pipe passed below the axle and was much shorter. A new one was quickly made out of some left over 28mm copper pipe and fathers homemade fishtail fitted to the end. A couple of brackets and that was another item ticked off the list.





Having relocated the cut-out onto the bulkhead a new position to mount the coil had to be found. I had intended mounting it off the engine bay valance just below the dynamo but unfortunately there just wasn't enough room due to a combination of the Solex carburettor and petrol feed pipes. After considering a few options, none of which seemed terribly sensible, it eventually was located mounted high up right behind the radiator. I was concerned that the coil might suffer from heat exhaustion in that position but couldn't find an alternative that was relatively close to the distributor.

Because I've fitted an early DS4 distributor a fully functioning manual advance / retard lever was going to be essential. Simple enough to bend up a piece of round bar to fit between the lever at the base of the steering column and the distributor. Once again I was hoisted by my own petard, that big Solex carburettor was slap bang in the way. As so often in this situation there's an easy way and a not so easy way. The easy way would have been to bend up a rod with numerous kinks to get from A to B, possibly functional but aesthetically not very nice. The not so easy way solution ended up as a double lever crank pivoted about the accelerator shaft with two connecting rods. Not only does it work really well it looks neat and tidy and by changing the length of the levers the total amount of movement can be adjusted.

I've always found that another essential when running an updraught carburettor is a fully functioning choke but no matter how I tried to run the choke cable from dashboard to bulkhead I couldn't get it to fully close the choke flap, it needed to be mounted low down and pull on the carburettor choke lever horizontally. The cable now runs down the steering column and passes through the bulkhead just above



the steering box terminating in a manufactured cable end to suit the angle of the floor.

Finally the day arrived to try starting the engine for the first time in a number of years with an untried distributor, a carburettor only notionally set up with Ulster jetting, all new petrol pipes, a newly configured exhaust system and having

been totally rewired. To my surprise the engine fired up almost immediately, admittedly not running smoothly but at least a starting point from which to start fine tuning.

There were some minor water, oil and petrol leaks, one major oil leak, and the ignition light wasn't working, however, if the ammeter was telling the truth, the biggest problem was a non charging dynamo. Most of the minor leaks were rectified easily but I had to cut out a new rocker cover gasket to cure the major oil leak. The ignition light failure was traced to a break in the wire wound resistance at the switch panel but the dynamo problem was a bit more complicated and eventually I ended up assembling a completely different one from various spare lose parts.

With the engine running and all the minor faults sorted it was time to have a go at driving Scarlett to see if all the pedal alterations had made a difference to the driving position. The pedals were OK, the mixture not quite right, the steering – awful, the brakes - non-existent.

The steering turned out to be an easy fix by just playing around with tyre pressures and adjusting the track rod so that the wheels had toe in instead of toe out! The brakes, on the other hand, appeared to have a fundamental problem that I couldn't figure out. Relining the front shoes and making up new front cam bushes made a big difference and I believed that once bedded in the new linings would be OK.



Changing the jets on a Solex is really easy – provided you've got alternative jets to fit. As stated previously, as a starting point I'd fitted 110 main and 50 slow running jets. Initial tests in the garage seemed to indicate this to be too rich but as I didn't have anything smaller than a 105 jet I made a new 95 and 100 jet to try. I also made up a new 20mm choke tube as an alternative to the 23mm I'd previously fitted. After trying various combinations and by now running out of time before Guildtown the carburettor ended up fitted with a 20mm choke tube, 100 main and 55 slow running jets which appeared to be a good compromise.

So, for the second year running we set off for Guildtown planning to take part in Saturdays run, in a car depending on an ignition system utilizing an untested distributor fitted with an ancient obsolete condenser, a modified Vauxhall Viva rotor arm, a cap from a 1958 Renault Dauphine and a coil mounted in the hot blast right behind the radiator. Although I couldn't pinpoint any fault in the braking system I didn't have a lot of confidence in them and then there was that welded up steering box. I could however now get my feet on the pedals but was still unable to get my

knees under the steering wheel unless I took out the seat cushion and sat on the floor. What could possibly go wrong?

Saturday was overcast and drizzly as we set off on the scenic run through the Perthshire countryside. As the miles clicked by trepidation gradually changed to optimism and I was therefore very pleasantly surprised and relieved to arrive at the Miekleour Hotel for lunch not only dry but having only suffered two “incidents” along the way. The first was when Lorraine, letting out a shriek, swotted a large fly in my direction. Said fly then proceeded to crawl up my leg and disappear under my fleece. Needless to say panic ensued and whilst we were both looking down I almost drove off the road.

Then, having only just recovered our decorum and whilst braking on a downhill section approaching a crossroads there was a loud clonk from under the car and the brake pedal went all the way to the floor. Panic ensued again as, unable to stop and with my trouser leg tangled up in the accelerator, we sailed round to the right to avoid another car stopped at the bottom of the hill.

After lunch we made a detour to Auchterhouse on the way back to Guildtown to see Andrew Goodfellow’s workshop but this also gave me the opportunity to look at the brakes. Nothing obvious appeared to be at fault and by taking up the adjusting on the pedal the brake efficiency returned to normal levels.

The last drive of the day from Auchterhouse to Guildtown was reasonably “brisk” following the bright yellow Ulster but there was no way Scarlett was going to be able to keep up with team Goodfellow / Chillcot and had to settle for second best. At some point after Coupar Angus the gearlever fell apart and an errant nut got jammed in the linkage so that I could only select second or top gear. And then 2½ miles from Guildtown we ran out of petrol and glided silently to a stop. A few moderns stopped to see if we were alright but then Andrew returned with a spare can and with petrol in her tank Scarlett made it back to the rally field under her own power.



And to top off a fantastic weekend, on Sunday, Scarlett came second again in the Sports Car Class.



And finally, back to where it all began. In the first part of this series of articles I made reference to the exhaust heat shield teacake toaster. Well I'm sorry to say it didn't make it back onto the car. It has been replaced by a new aluminium shield enclosing a ceramic fibre blanket wrapped around the silencer. The ceramic fibre is more normally sold as a heat insulation material for

pizza ovens – now there's a yummy idea.

Postscript – The start of a long journey, the Boyd Carpenter's first appearance at the SA7C National Rally, Doune 1971.

Gerry Flockhart



SA7C AGM

The AGM remains an important forum for Club Members to ask (difficult) questions, to offer infinite wisdom, to feed ideas and requests directly to the Committee, and to appoint the Committee to run the Club for the next year.

The Committee has space for more of you to join, and I hope that you will consider what you can offer the Club and putting your name forward.

One of our most important posts, that of Secretary, requires to be filled and nominations for this are to be sent to the present Secretary, David Lodge, before the AGM.

I am currently aware of one nomination for the post, in the form of Mr Ruairidh Dunford. I am currently checking Wikipedia for his entry...

There are currently 3 other club members who have put their names forward for election to the Committee, in the persons of...

Rupert Pugh

When not writing prose about quantum physics or designing rockets Dr Pugh enjoys nothing better than driving his rat look Ruby around the roads of Bathgate at breakneck speed. Cutting his (old car) teeth on a bright yellow Moggie Minor he then progressed to a crumbling Commer. Not content with the work required on these vehicles he purchased his biggest challenge yet, from Fergus Dobie for an undisclosed sum of cider vouchers.

The car was restored in a one-day session by a dozen club members and it has been in regular use ever since.

Rupert currently oversees the Club Facebook page and is keen to join the Committee this year as he feels RedBeards are grossly underrepresented.

Neil Gibson

Neil is a relative newcomer to the Austin Seven Scene. Keen to capitalise on this Simon Rooney quickly sold him an immaculate, one owner "Rubriolet." Along with his family Neil now enjoys the delights of running on three cylinders and self steering brakes. A keen Camper Neil can often be seen striding out along the promenade of his home town, the small west coast fishing village of Girvan, whistling about being a lumberjack.

Neil has lots of ideas, some are realistic, to bring to the Committee and he looks forward to sharing these.

John Davies

John, a gardener from Fife, who grows Austin Sevens in his polytunnels, will drive literally anything. He held the acclaimed title of Club Rooftenter Of The Year for an unprecedented (and undisclosed) number of seasons. He enjoys rallying and has taken part in both Rust to Rome and the Monte Carlo Classic. He

recently took part in a TV show in South Africa where he had to wear tartan dungarees and drive a car he had built from scrap.

John is hoping that by joining the committee he will defeat his crippling shyness and be able to bring out his true character.

I am most encouraged by these folk coming forward, particularly because they are younger folk who will help to keep the club growing and functioning as an active, family friendly fun club. SA7C is different from other clubs. Mostly it tries to do a good job, to organise enjoyable as well as challenging activities, to provide help, support and advice within the Membership, and, above all, not to take itself too seriously. SA7C is not run by querulous gentlemen seeking to be important and long may that continue!

R Dunford / Clare Young

GUILDTOWN 2018

How do you follow Guildtown 2017, a Golden Guildtown in many respects? That was the issue facing the Committee in 2018. We then realised that the whole rally would have to be achieved without any of the zider boys: without young Mr Rooney, without Neil and Andrea, without Tanya, Willow, Poppy and Daisy and without Fergus and Fiona. Sadly we were also without our own Welsh Wizard. Everyone else who wasn't there, you were missed too!

So we had to move on, and you all had to make do with what we managed and by all accounts it wasn't too bad.

Chris Lambert and Gavin Boswell put together the Rally, the programme and the Run between them, and a fine job they made of it.

On the Thursday afternoon a few good folk and true turned up to set up, and it is fair to say that most tasks were completed before a bottle was opened. Then lots of bottles were opened...

The weather held on into Friday and folk rolled up onto the rally field in fine spirits and on sticky seats.

34Degrees reported to us, and it certainly felt likely. The BBQ was lit and the ravenous hoards descended, tables, chairs, dog bowls and insect repellent filled the BBQ area. Mr Davies appeared sans roof tent, but driving something left over from The Sweeney, which we understand



to have been his third understudy to reach the rally. Old friends were greeted and new introduced. The light faded, the clouds threatened and the whole shebang moved into the marquee. The rain came, first in short bursts so anyone leaving the sanctuary for the loo came back freshly showered. Next, after some had retired to take tea and rest, the rain truly came. And the thunder. And the lightning. Well that was fun!



We awoke in the morning to watery, apologetic sunshine and the lowering promise of more rain. No matter; in ones, twos and threes (cylinders in some cases, cars in others) we departed clutching our route descriptions and emergency numbers.

Route description they were too; we learned much about hedges and sadly something about the temporary nature of signs. Gavin, who had been let down by Victoria and was now aboard a modern, was unable to find any cats to herd so he turned his attention to the inattentive and gave assistance where he could to those who missed a turning. It all worked splendidly and everyone who was meant to arrived at the Meikelour Arms for a soup and sandwich lunch. Lunch with posh napkins at that. The Good Doctor, Mitch and Jetta and the Chairlady arrived early and so paid for lunch at the bar whilst sorting the ginger beer. Obviously one of us looked a bit shifty to the waitresses who were convinced that we were there to steal the soup or perhaps the cutlery. Personally I would have gone with the rather nice giant fishing hook coat pegs in the ladies if forced to steal something...



We made it back out of the lunch stop without any police involvement and heard Tony Betts say how glad he was that the rain was off as he would get very wet... Thanks TONY!! That worked a treat. The heavens opened and you know that superfast wipe mode you have in your modern car? Yes? Well that wouldn't have helped.

Tony got wet. Very wet. We all got wet but no matter, more important things to do. Find food. Make sure the beer is ready. Raffle table. Whisky Roll. Lookey Likey?!?



Panic! No lookey likey men here..... Never fear. Lookey Likey Ladies took on the challenge. I can only say that Mrs Goodfellow kindly lent her husband's used clothing and business signs to help us out.

Raffling, drinking and dancing continued until bedtime for most. I understand there were some late passes involving an uncapped whisky bottle, resulting in some not being present for taking the register on Sunday morning.

Sunday saw Mrs Lodge wielding a broom early doors, and the extraordinary sight of a couple of well settled chaps sleeping on the stage; whether this was a tribute to David Blaine or Damien Hurst I know not..

The local ladies plied us all with food, good and plentiful, and the rally field was set out, although there was a small cultural misunderstanding as Gavin called for pegs and your Chairlady became increasingly concerned about the lack of acorns and the wet field getting ploughed up...



A Jazz Band appeared in the early afternoon and played from the shelter of the gazebos adding considerably to the event.

The Period Dress was not well attended, but was very well turned out by those who were brave enough. Mrs Lodge collected the award for this in her very military outfit.

The field thinned out and the survivors soldiered on, clearing up and trying to

drink more beer. There was a suggestion that the Club should have big jugs for Sunday, but we can all discuss that at a later date...

Importantly despite the downpours and the overcast skies there were some happy folk, some splendid cars, some newcomers, some sore heads, arms and feet and many promises to do it again next year. Thank you to all who helped out in so many ways to make another memorable Guildtown.





Harry's
Game

WANTED! NEEDED!

Photos for the 2019 SA7C Calendar.

Remember we have to look at them for a month. Pictures of Cars, Pictures of Cars in Scenery, Pictures of People with Cars in Scenery, Pictures of People Mending Cars in Scenery. Even Pictures of Parts—but only Austin Seven Parts PLEASE,

Pictures should be submitted to David Lodge as soon as possible, and by mid October at the very latest, for inclusion in the calendar.

DESIGN COMPETITION

The committee are looking for new artwork or slogans that can be used on the club T-Shirts, mugs, postcards, etc. We know there are inventive people within the club membership so we're looking to YOU to get creative and involved. Are you artistic or witty, good with a camera or computer? allow those pens and puns to flow and get your ideas to us.

There are three categories that can be entered and there is no limit to the number of entries per person/couple. There will be a prize for the winning entry in each category and the winners can be guaranteed that their design will be used somewhere on our regalia.

Categories

Artwork

Drawing or paintings of the cars (inside or out) – the bits you love best
Cartoons
Photographs

Slogans

Original slogans, witticisms, puns, etc.
Choose a font that suits your slogan.

Children's category

A category for those twelve and under. *Only the work of the child, please.*

Conditions and criteria

We only have a few conditions that must be met:

Your design must be relevant to the club; something to do with the cars or the troubles and joys of Austineering.

Your entry is **entirely original** to you. It cannot have been copied/derived from somewhere else. Other work can inspire you but your design must be distinctly different.

All work entered becomes the property of the Club and the committee can use it in any way it sees as appropriate.

Keep it clean please. All entries may be seen publicly so they should be suitable for viewing by all: children and adults.

Please do not portray recognizable people. We would run the risk of either their head getting too large to fit in an Austin or they may even be offended.

Entry instructions

The deadline for entries is 31st January 2019 and voting will take place in February.

If at all possible entries should be made via email attachment as a Word document, JPEG or PDF. If this isn't possible for you then get in touch with the committee and we'll sort something.

Each person/couple should complete an entry form which will be emailed out. Only one form is required regardless of the number of designs entered. If you do not use email and want to enter then please get in touch.

Jenn Wallace

Things to Ask Santa About

Austin Speedex. in full completion spec, with all road going parts.

Terry Griffin all steel race engine and 4 speed box. just rebuilt revs to 8k.

Comp. rad and oil pumps, race starter,

4 and 5 in rims on silicon tyres. Successful Hill climb history.

Tel. 01835 822789

Austin PD Tourer 2 seat in black, many mechanical and electrical improvements updates to MOT.

Tel. 01835 822789. with original Reg and buff registration book, £15,500 ono

Felix Sear

Unconfirmed minutes of committee meeting
Scottish Austin Seven Club Ltd,
Guildtown Rally, 27th July 2018

Present: Clare Young (CY), David Lodge (DL), Marion Morrison (MM), Gavin Boswell (GB), Jenn Wallace (JW), Anneke Wallace (AW), Johny Johnson (JJ), Chris Lambert (CL)

- 1) Apologies.
Apologies were received from Simon Rooney (SR) and Neil Williams (NW).
- 2) Previous minutes.
The previous minutes were proposed by CY and seconded by MM. Previous minutes confirmed.
- 3) Chairman's report.
CY had nothing to report. She proposed a limited tenure of four years maximum for officer holding the position of chairman. This is to be discussed at the AGM.
DL agreed to create committee roles and responsibilities documents for future post holders.
- 4) Secretary's report.
DL had nothing to report.
- 5) Treasurer's report.
MM stated that she had mistakenly not changed the club e-mail address for payments to Companies House. MM's mother paid this when MM was on holiday and the club extend their thanks for doing this.
MM informed the committee that the Guildtown rally fees and expenses are fully covered by attendances at the event.
- 6) Membership Secretary's Report.
GB reported that as of 1st April the club membership stood at 179 members.
MM has kept GB up to date regarding Standing Order payments.
With the changes in the law for GDPR the club have been pro-active and have created a GDPR statement which was published in the June 2018 issue of Meshing Point. This statement will now be included in the welcome pack for new members.
- 7) Meshing Point report.
The club will be staying with Lavenhams for the printing of Meshing Point.

Discussions took place on the quantity of reports and articles and the committee would like to appeal to the membership for more articles and more photographs to fill the magazine. It is important to keep to the deadlines to ensure inclusion in the magazine. CY to ensure that the copies of other club magazines are passed to DL in order that articles can be extracted for inclusion in our magazine. MM will confirm the notification date for the AGM to DL.

8) Regalia report.

JW has circulated a letter for a competition that she would like to run for the design of a picture or slogan that can be included on regalia items. A prize (still to be decided) will be given for the best picture or slogan. The committee will consider both an adult and child competition.

9) Website report.

Some discussion took place on how best to update the club's website. Currently the website does not reflect the activity of the club. Further discussions are to take place to find an acceptable solution.

10) Events secretary's report.

SR was unable to attend the meeting. The club needs to have the event dates for 2019 fixed by the first week of October. These dates are also required by this time for inclusion in the club calendar.

11) Guildtown Rally co-ordinators report.

The club had a good turnout for Guildtown and the committee would like to extend their thanks to CL for pulling together all of his hard work at pulling together the event. His efforts will allow the coordination of future events.

12) Any other Business.

There was no other club business.

*Family camping holiday touring France in an Austin
Seven Summer 2018...*

Two years ago, as a family, we took our 1928 Chummy from the North of Spain, over the Pyrenees and back up through France.

Our girls (twins aged 7 and older sister, 9) are now too large to fit in the Chummy for longer trips so when deciding to tour France we knew it would have to be in the

family Pearl (purchased by my mother on 1968 for £17 and used as the family hack ever since). This car took my, now, wife and I on a grand tour of passes in 1999 (Galibier, Simplon, St. Bernard, Bonnette and the mighty Stelvio to name but a few) and also as a family of five to Switzerland and back in 2013.

Mechanical preparation

I built the engine in 1999 and, despite just over 80'000 miles since, it ran fine but was beginning to make a few noises and knocks. I agonised over the decision to change it, I am very much in the camp of "if it an't broke..." but - knowing I would need every ounce of power to complete our journey I eventually opted to build an entirely new engine.

The new engine was built over a period of months with the following spec.: Pheonix 1 5/6" splash fed crank (unmodified oil trough - "as supplied"), Austin rods (machined out to suit the crank by me), Seven workshop pistons and rings, standard camshaft (reground by Paul Bonewell), standard Seven Workshop valves and springs, standard radius cam followers, silicone base and tappet chest gasket, original Mk1 Whatmough Hewitt aluminium cylinder head, Seven Workshop head gasket, 1" s/d SU Carb (rebuilt by Steve Hodgson), super accessories exhaust manifold, Accuspark Dynamator and electronic distributor, Tony Betts semi deep cast aluminium sump, original 4-blade, export, fan (supplied by Bill Sheehan in 1978). I also replaced the radiator built at that time (1978) with a new one (original style core) from Tony Wilder.

This engine was fitted and run for around 30 miles, although very quiet it had a tick and I really struggled to locate the cause of until I removed the cylinder head and saw this...



I am not sure if the valve caused the crack or the crack seized the valve - it extended into the block so I made the decision to remove it (in situ) and machine up another block to fit - I did this over the space of an evening, finishing by torch-light...



The engine fired up quietly and I started my 1000 mile pre trip run-in - my troubles over (so I thought)!

After around 300 miles of quiet running I noticed a slight tinkle on tick-over and on removing the timing gear cover was horrified to find this...

Caused by the new gears supplied with the Dynamator the wear was significant and I re-



sIGNED myself to another very long and frustrating day removing the camshaft and

fitting another set of gears, if I look slightly deranged in the photo after I completed this task, it is accurate!

The Dynamator gear problem was resolved by swapping them out for original Austin ones, this proved wholly successful.

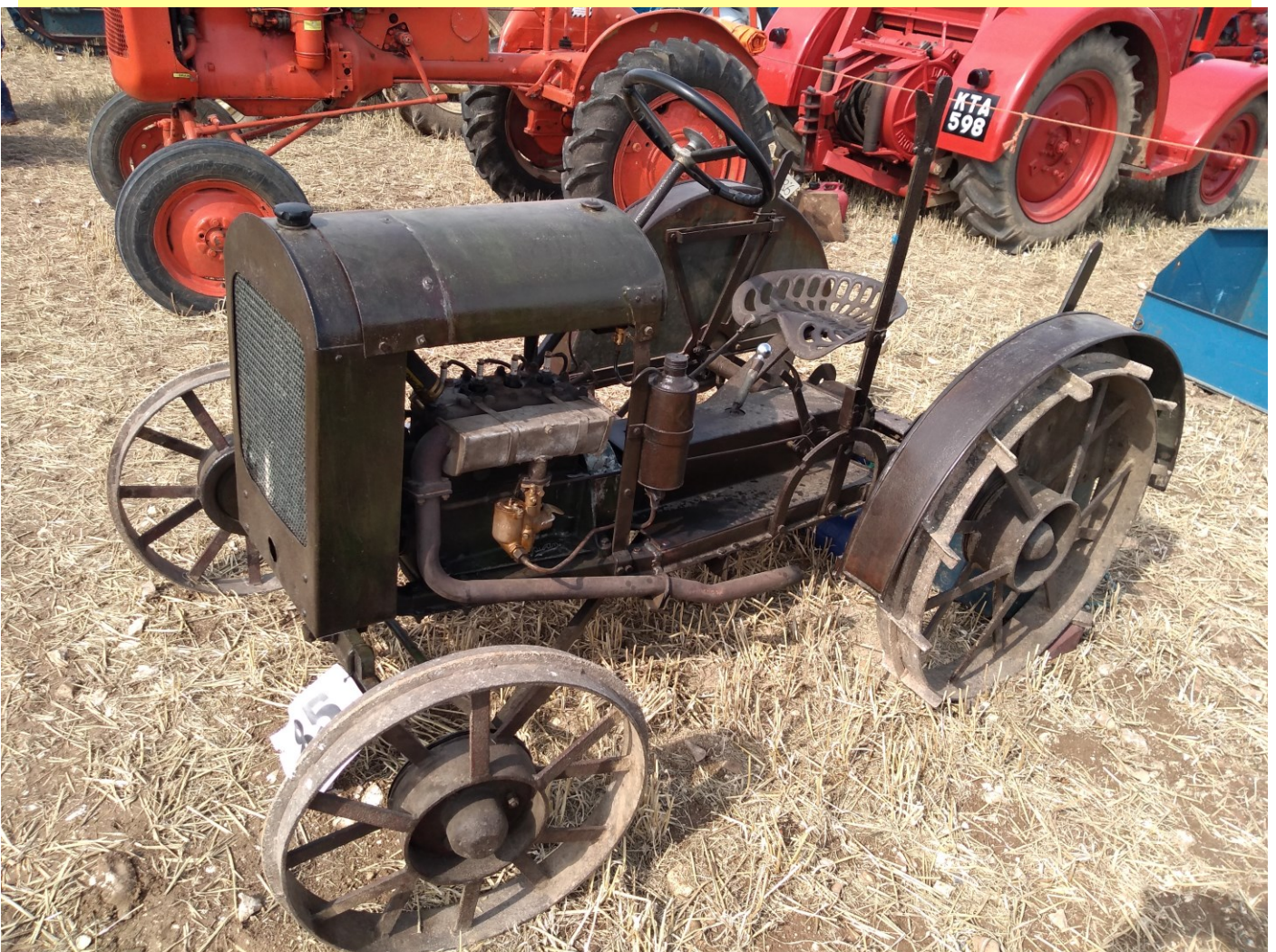
Throughout this rather frustrating time the voices in my head kept up their mantra "if it ain't broke..." and I hoped my troubles were now behind me. Due to the problems I was only able to get 600 miles of run-in, pre trip, against my desired 1000. None the less I was happy with the 600 miles and now turned my attention to the rest of the car.

Ruairidh Dunford

We hope to publish further episodes of Mr and Mrs Dunford's adventures in future Meshing Points. Mrs Dunford now has an executive position with a certain well known budget airline where her role is to define the exact weight (in grams) and volume (in cubic millimetres) each passenger should actually require on long haul flights. Her revolutionary design for a luggage carousel has now been adopted as an industry standard in egg packaging.

Ed

Carrie Page kindly sent pictures of the Austin powered Tractor spotted at the Great Dorset Steam Fair





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- ◇ 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

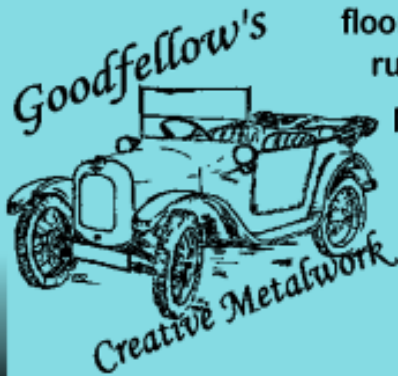
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We have in stock a one-off alloy body built for a long wheelbase Brooklands-style car, as shown in picture. Priced at £3,900

Reconditioned front shackle set £35.00

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Cast iron Nippy heads £175.00

Austin dummy mascot, 1920s copy £39.00

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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.

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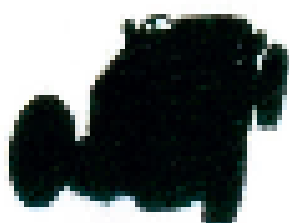
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Events Diary 2018 /19

Monte Selkirk 13th—14th October
CANCELLED

AGM 17th—19th November
Atholl Arms Hotel, Blair Atholl
The Committe

Drive It Day
April Event to be Confirmed

Easter Weekend
Charlie Carpenter

Return to Loch Lomond
3—6 May 2019

Brideswell Revisited
24—27 May

Borders Raid
14—16 June

Guildtown Rally
July 26—28

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.