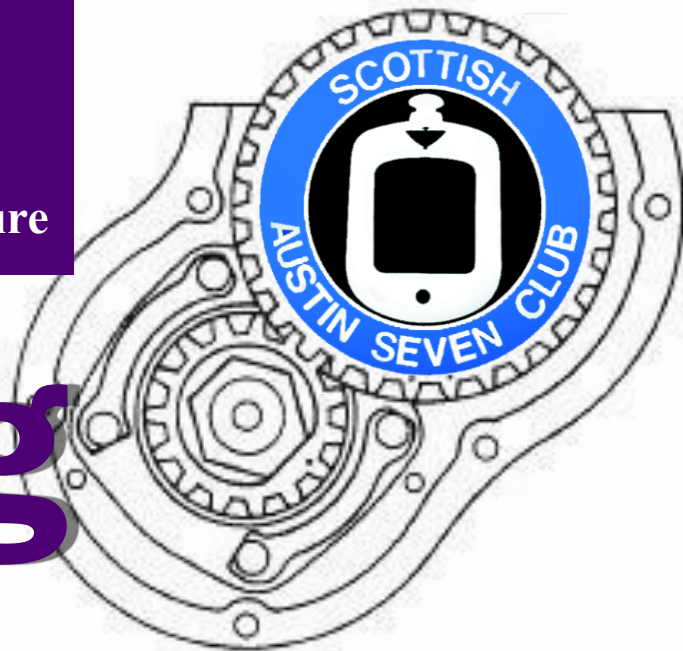


**February 2019**

Editor this month *Judy Goodfellow*

**Mighty Motoring in Miniature**



# Meshing Point

***The Magazine of the Scottish Austin Seven Club***



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Judy Goodfellow, Caroline Boswell & Clare Young

Press date for each issue of Meshing Point is the 15<sup>th</sup> of the previous month (see table).



Meshing Point and E-Newsletter Plan 2019			
Jan	No edition	Press date	Editor
Feb	Meshing Point	15/1/19	Judy
Mar	E-Newsletter	25/2/19	Ruairidh
Apr	Meshing Point	15/3/19	Judy
May	E-Newsletter	25/4/19	Ruairidh
June	Meshing Point	15/5/19	Caroline
July	No edition	-----	
Aug	Meshing Point	15/7/19	Caroline
Sept	E-Newsletter	25/8/19	Ruairidh
Oct	Meshing Point	15/9/19	Clare
Nov	E-Newsletter	25/10/19	Ruairidh
Dec	Meshing Point	15/11/19	Clare

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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](http://www.oldcarservices.co.uk)



#### Sca7C Website:

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

The Sca7C is a member of and affiliated to, the Austin Seven Clubs Association and the Federation of British Historic Vehicles Clubs.

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

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

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**Cover Photo: The girls on the home stretch of the walk on the Saturday afternoon following the AGM by Blair Castle. Photo by Geoff Morrison**

**Contributors to this edition: Gavin Boswell, Ruairidh Dunford, Neil Williams, Clare Young, Peter Kendrick, Judy Goodfellow, David Lucas, Paul Lawrence, Fiona Dobie, John Armstrong, Dick Warren, John Davies & Charlie Carpenter.**

# Editorial

It gives me great pleasure to bring you this month's Meshing Point bursting at the seams with events, Association opportunities, personal stories of happenings with Austin 7s and the usual adverts and calendar of events on the back cover. It's good to see the 'Around the Newsletters' feature back, with thanks to Neil Williams, who will bring us interesting items from other mags for each MP.

The season ahead looks exciting and the new committee are keeping you informed of their meeting dates so members can input in a timely fashion. Please note their new email addresses in the inside front cover that are committee role specific addresses that will remain the same regardless of who holds the post at the time. Hopefully much simpler for us members! There is a new table on the inside front cover letting everyone know about the press dates for articles, event reports and adverts for 'For Sale / Wanted' for your MPs and e-newsletters. For those of you unable to be at the recent AGM in November, the minutes are in these pages for your information.

Find out how the Association works on our behalf, is there a role for you on the Assoc. committee? Paul Lawrence asks us to think about how we can support the wider global Austin 7 family by taking up a position on the committee. Paul has also circulated a survey for us to complete for the FBHVC regarding ownership costs, that I think was launched in November 2018 as well as a track racing event.

I have kept the event information in the same 'chapter' in this MP. Please do as instructed for booking onto runs and keep the run organiser informed of bookings. I hope to see/meet a good number of you on some of these. If you haven't been on a run before, it's a great way to meet club members, enjoy the beautiful countryside around us and explore a different or new part of the world.

I know there are members who read these pages who are no longer able to get out and about in an Austin 7 and who have been very active members of the club in days gone by. To you and yours, we think about you and talk about you at events (all good, of course), so to you, thank you, we have learned so much from your experiences and we are delighted to keep you involved and in touch through the pages of Meshing Point.

It is the time of year to be acting on Gavin's request to sort out your renewals to the club, so don't dilly dally. Read about the club meeting Andrew and I 'happened upon' as we toured the Antipodes last May! It's great to hear about members' stories concerning their cars and we hear from Dick Warren, Peter Kendrick and John Armstrong in this issue. Ruairidh's third instalment of the family's French trip last summer is inside too. AND .. Jenn's competition deadline is **extended** to 30th March!

Looking forward to this season, please consider taking some notes on the club events you join, as we need reports from all the club meetings for MP. If you are unsure about what to write, refer back to the advice in Dec 2018 MP for write-ups.

In the meantime, pop the kettle on and enjoy your February 2019 Meshing Point and then get your diary / mobile / SA7C club calendar out to fill up all your club social events and runs. Happy Sevensing for 2019.

Judy x



# Clarelady's Chat

Happy New Year to all of you out there in Austin Land!

I know we are all waiting for the longer, warmer days when garages will open and nose by nose the Austins will head out to join the planned Club events and do the shopping. In the meantime we all look to the skies with trepidation awaiting whatever winter will bring. Perhaps we shall see another Seven versus Range Rover moment, or perhaps hibernation will be shorter this year.

Your Committee are shining up their swords to cut through the turgid tasks of administration and bring you a very busy year. Each newsletter and Meshing Point will remind you of forthcoming events and give you news of the committee's activities. It probably seems impossibly early to make plans for summer but I urge you to think about our National Rally at Guildtown now. Let's make this year another to remember as we build up to both the Scottish Club Anniversary year and the Centenary of the Seven. Our Club is the envy of many others throughout the land. We are very lucky to have such a mix of ages, skills and personalities who join in our activities throughout the year and we do particularly value the families who bring our younger members in. To this end the majority of Club weekends are planned with a very keen eye on the cost to participants and the Committee go to great lengths to bring you the best deals we can for campsites and the AGM Hotel: we really would prefer any pinch and squeeze you feel to be related to shutting your fingers in car doors and packing yourselves into small cars and not to starving the dog so that you can come along to a Club weekend.

Mavis Mansions has been very quiet over the festive period as a result of family duties and foul pestilence. Mavis herself has 'gorn orf' for a substantial fettle and is expected to be on top form when she returns to us and so the expeditions to Loch Lomond, Brideswell and other far flung locations are hotly anticipated. Perhaps however we should stick to our first goal and look forward to seeing some of you on Drive it Day.

So, until then, Toodle Pip! I leave you in Judy's very capable hands.

Clarelady



Auckland's Vintage Austins  
Picture from Fiona Dobie

# Membership Matters

## Membership and Renewal Reminder

Happy New year everyone, I hope your year of Austineering has begun well. With your car having been garaged over the winter months, you're probably now beginning to think of the 2019 year and all the events the Club has lined up. It is also coming around to that time when renewals are due for the 2019/20 year. More of that further down, but for now I have pleasure in welcoming to the Club George Robertson from Edinburgh and he owns a 1938 Big 7. George joined us in December 2018.

As we start 2019, the Club membership sits at 184.

Now for the important part from me this month, that gentle reminder and invitation to ***renew your membership as subscriptions are due for 2019 on the 1<sup>st</sup> April.***

The good news is that subscriptions remain unchanged - £25 includes 6 MP magazines a year or £32 includes the MP magazines and 4 quarterly grey A7CA magazines.

Please find inserted into your MP your Membership Renewal form 2019 and a Standing Order (SO) mandate form. Please note: 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;

to set up a brand new SO to cover this or future renewals. Ideally, I would ask you to get your Mandate to me as quickly as possible so that the Club can get your SO to your bank before the end of March.

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, but please do this before the 1<sup>st</sup> April otherwise your payment will go through on your 2018 SO mandate instruction.

However, should you make any changes to your SO please to let me know so that the I can inform the Treasurer of this change.

The return of your renewal form helps me and the Club to ensure that as a club we have got your up-to-date address, contact telephone numbers and email address for 2019. Your MP is supplemented by 4 newsletters which are only sent by email to those who provide an email address. If we do not the correct email address or one from you, you may not receive the newsletters in the year. So can I please ask you to ensure a renewal form is returned to me for your membership this year.

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.

I look forward to you receiving your 2019 renewal. Why not do it now while it is fresh in your mind and get it off to me today. Any enquiries about your renewal, please do contact me – my details are on the renewal form or inside the front cover of the MP.

*Gavin Boswell - Membership Secretary*

## 2018 National Historic Vehicle Ownership Costs Survey

### **The 2018 National Historic Vehicle Ownership Costs Survey has now been launched**

Dear Club Representative or Associate Member,

As a Club contact or Associate Member of the Federation you will be well aware of the importance of the Federation's research programme and its key role in helping represent the views of enthusiasts to Government, Government Agencies, Local Authorities and many other organisations. The Federation's 2016 National Historic Vehicle Survey has been recognised as a definitive work setting out the importance of the historic vehicle movement to our national economy. As a next step we are developing this research and delving into the ownership costs incurred by individual enthusiasts as they use, maintain, preserve and renovate their historic vehicles. The Federation's 2018 National Historic Vehicle Ownership Costs Survey was launched today at the Lancaster Insurance Classic Motor Show at the NEC.

We would like to invite you and your Club members and friends to take part in the 2018 survey. Almost 14,000 individual enthusiasts took part in the 2016 survey and our aim this time is to exceed that number.

**The survey can be accessed directly from the Federation's home page:  
[www.fbhvc.co.uk](http://www.fbhvc.co.uk)**

Please encourage your fellow Club members and friends to take part in the survey, the Federation very much appreciates your support. Thank you for taking part.  
Paul Chasney  
FBHVC Director Research

*[I've been onto the website and although it is entitled 2018, the survey still appears to be open and states it should take you around 12 minutes to complete. Ed.]*



# Then and Now

You may well recognise the photo of Ann astride BPL645. I used it to illustrate an article in the December 2016 MP, an article that described my early entrance into the A7 world. I also used it to point out that I wished to rejoin and was looking for a suitable car and, all in all, it was a great success. I bought WG5545, 'Widget' and took to the road.

In 1963 Ann and I took the first of our A7s on a holiday trip to North Devon, a round trip of around 400 miles and in 2017 we drove Widget to Lincoln, a trip of, broadly speaking, a similar length: so how did they compare? Was it a true 'nostalgia-fest'?

The simple answer is 'NO', too many things were just too different. The car, BPL645, was bought because it was cheap and available, not because it was an Austin Seven. I say 'cheap' because it cost my friends and I a total of £25 which now seems like pocket money, however just a couple of years later, when I took my first teaching job, I was receiving the princely sum of £53 per month after deductions – BPL645 had cost us two weeks' pay – close to £1,000 today I would suggest!







Of course, BPL645 wasn't that old. Born in 1934 it hadn't yet reached its 30<sup>th</sup> birthday – think of a second-hand car purchased now that came on the market in 1990. I think I drove a Maestro in 1990.

Cars like the Seven were not popular with the public, certainly in Birmingham, the home of the motorcar, they were seen as out-of-date, ugly and not fit to be on the road. There was little of the affection displayed today.

Ann and I drove to Devon in 1963 to go on holiday there – not for the drive. We had a car so why go by train or bus?

We left home with borrowed camping gear and a map. We had very little money, no roadside rescue insurance, no spares, no tools, no plan B (in fact no real plan A!), no workshop manual or handbook, no backup of any kind. If we had had a serious breakdown we would have abandoned the car and hitched home.

When I say we had no tools we of course carried a jack and a wheel brace, however . . . the jack was a very simple bottle jack that my dad had brought home from work and I had used it successfully at home when changing wheels. What I only found out during our Devon trip was that it wouldn't fit under the car if the tyre was completely flat!

Before I go on about our more recent trip there is an 'amusing' anecdote I can share. It took us two days to reach our destination Westward Ho! We were due to find a campsite somewhere along the route, but we never did. We decided to sleep in the back of the car!!!

As evening approached, we left the main road and took a tiny lane and along the lane we found a field gate with enough space in front to park the car. We removed all the gear from the back seat and stuffed it under the Seven and settled down to wait for darkness. Once it was dark enough, we exited the car to get undressed and just when Ann had got down to her undies, the bare essentials so to speak, the whole area was flooded with light. (*When I think of this I am always reminded of the Hot Lips shower scene from M\*A\*S\*H*) A combine harvester complete with its convoy of tractors and trailers had turned up on the other side of the gate! We made a hasty retreat!

So, how was the 2017 trip different?

Well to start with Widget is of course 80 years old and Ann is no longer a teenager – oh, and I have aged somewhat too! Taking the Seven was, this time, significant.

The trip was therefore carefully planned, we drove most of the route twice in our modern car noting fuel stops, cafe stops, potentially difficult main road crossings and we booked accommodation well in advance.

Widget was carrying some spares (not as many as some!), tools and printed instructions for identifying ignition and fuel faults. In a box on the luggage rack could be found spare petrol, measured containers of engine oil, coolant and water. We also carried our fairly obsolete phone with rescue number loaded and a hand-held GPS unit. Oh.. and I mustn't forget – some money!

Very different - yet, as far as I can tell, the one common experience was the driving. When we set off for Devon in 1963 almost all my driving had been in the Seven. I'd had a few lessons in a modern car before my driving test but otherwise it had all been in the Seven. When I drove Widget it all came back, wonderful!

Both Sevens gave me an amazing level of confidence. I just felt that they would take me anywhere. Unrealistic maybe, but that's how I could set out on little 'adventures' with little doubt of success.

Sadly, after the events of 2018, this confidence has been badly shaken, I hope that it's temporary.

After a successful 2017 we began to plan a summer trip to Plockton and booked suitable accommodation and a space on the Mallaig to Armadale ferry. I had learned to live with a non-operational dynamo but the meeting with hill fog on a summer's day changed my attitude. Trying to get readings from a digital multimeter under the bonnet with the engine running was a nightmare. A continuous stream of random numbers suggested the meter was attempting to display pi to a conclusion.

I did however manage to persuade myself that both the fitted dynamo and my spare didn't work so I bought and fitted a Dynamator. I drove round for about 100 miles and it worked perfectly but before and after each trip I checked the fixing bolts, I didn't fully trust tightening bolts with a screwdriver!

It was after Easter that the trouble started with unpleasant noises coming from the engine. I won't bore you all with the long procession of problems that developed though the spring suffice to say they included a sheared bolt, a radiator leak, a 'lost' nut that had to be accounted for etc. etc.

We used up our bookings to Plockton by travelling the route in the Duster. Widget stayed at home.

I can usually shrug off such setbacks but, for some reason, I let them get to me this time and began to feel quite down. I did confess to Ann that I regretted buying the car and getting so involved and eventually arranged for it to be sorted professionally.

Widget has been back home since the beginning of October and I've covered nearly 250 trouble-free miles. Even so there is still a crisis of confidence that doesn't want to go away. Every squeak and rattle seems to carry a threat. I have obviously changed a lot since those easy days of 1963.

*Dick Warren*



# UNCONFIRMED MINUTES OF THE SCOTTISH AUSTIN SEVEN CLUB LTD

**SIXTEENTH ANNUAL GENERAL MEETING HELD  
AT 11.00 AM ON SATURDAY 17 NOVEMBER 2018  
AT THE ATHOLL ARMS HOTEL, BLAIR ATHOLL**

## **1. Chairman's welcome and introduction**

The Chairman welcomed 43 members to the 48th Annual General Meeting, our 16<sup>th</sup> as a limited company.

## **2. Apologies for absence received from:**

Ian and Nicky Waugh, Peter Naulls, Mitch and Jetta Sorbie, David McKillop, Andrea Williams, Chris and Geraldine Lambert, Heather Goodfellow, Nick and Caroline Beck, Finlay MacFarlane, Paul and Sharon Watson, Frank McDonald, Margaret Staff, Harry and Rosie Law.

## **3. Adoption of Minutes of last AGM held on 18 November 2017**

There were no amendments to the Minutes and a motion to adopt was proposed by Charlie Carpenter and seconded by Ruairidh Dunford. All were in favour of adoption with non against and no abstentions.

## **4. Matters arising**

Ruairidh Dunford suggested that David Lindsay be contacted to carry out any repairs to the existing trophies requiring work to be done. Some members have already had trophies repaired. There were no further matters arising from last year's AGM.

## **5. Chairman's Report**

The Chairman presented her report for the year and welcomed the membership and committee to Blair Atholl. The Club has had another year of active Austineering with events being well attended, including new members. She thanked those who had organized and hosted events. The committee meetings have been conducted through Skype except the most recent which was held in Upper Largo with the majority of the committee present. Skype allows committee members to take an active role in the meetings.

Clare thanked everyone on the committee for their hard work and support through the year with some role changes and confirmed how lucky the club are to have Marion Morrison as our treasurer and financial guide. She also thanked David, Jenn, Anneke and Johny, Chris, Gavin, Neil and Simon for their efforts and specific duties carried out.

Clare confirmed that the committee had been working on establishing definitions of committee roles over the last few months, acknowledging that everyone has a limit to what they can offer and a definition of roles would help people from being swamped with too many tasks. The committee needs to be a democratic body so that the club is not based on the views and actions of a small minority.

Clare hoped that we had put on a good rally weekend despite the rain and confirmed that the Jazz band will be returning in 2019.

As the club have now had the AGM at Blair Atholl for five years she asked to hear from members about possible locations for the AGM in future years. Finally she thanked the non-committee members who had also helped at Guildtown and the magazine and newsletter editors for the time they have put in producing the magazine and newsletters for the club.

Following the chairman's report the three editors of Meshing point were presented with flowers as a thank you for their efforts over the year.

## **6. Secretary's Report**

Clare read out David's report in his absence due to ill health. The Committee held three meetings this year in February, July and October. The February meeting was conducted by Skype. The meeting in July took place at the Guildtown Rally. Finally the October meeting took place in Upper Largo with the committee members unable to attend communicating via Skype.

Again this year club member Nick Beck continues to represent us at the A7 Clubs Association meetings and reports back to the committee on matters requiring our attention and Clare extended the club thanks to Nick for continuing to represent us at this forum.

As the Club's DVLA Authenticator David had three enquiry this year. One enquiry was for an age related registration number and the application was successful. One enquiry was for the retention of an existing registration number and this too was successful. The final enquiry for an age related number is still ongoing.

Clare thanked the present committee on David's behalf and the previous committee members for all their help and support as he is leaving stepping down after eight years.

Clare presented Joan Lodge with flowers and a gift to David *in absentia* on behalf of the committee.

## **7. Membership Secretary's Report**

Gavin stated that on the 31<sup>st</sup> March this year we closed with 186 members and over the past decade we have steadily maintained a membership of 180 to 190, annually.

He continued that we once again have had a great response to our renewal season in 2018 with 7 replies from members who said they would not be renewing. 2 members had to be removed as they did not reply to the renewal notice and under the new GDPR Act the club can no longer keep data if members have not consented for details to be kept.

This year membership renewal was 177 with 6 new members during the course of this membership year, bringing membership to 183.

Gavin expressed his gratitude to Marion for her assistance during the renewal period as she kept him up to date with SO payments received.

GDPR ACT: A big change to the work of membership for this year has been the introduction of the GDPR Act, the change in law regarding Data Protection. The club have been proactive in this regard and created a GDPR statement which was published in the June 2018 MP, so as to be compliant for the 25<sup>th</sup> May 2018 enactment. This statement has also now been included into the Welcome Pack.

Gavin commented that the welcome pack is a few years old now and with the change of Committee officer bearers the pack will be revamped with new and more recent photos. The pack is still sent to a new member when joining the Club along with a few A7 and motoring goodies, a couple of past MP's and A7CA magazines.

Gavin had been given a few additional car details that have been forwarded to the Registrar since April, to keep the register up to date.

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

Marion reported that the annual report had been prepared in accordance with the micro entity provision of the Companies Act 2006 and in accordance with the Financial Reporting Standard 105.

Turning to page 4 of the accounts - The club profit for the year was £3,066. The club does not pay tax on this as all activities are for the benefit of club members. It was noted that both the turnover and costs were down compared to last year. This was due to less being taken as subscriptions and a reduced number of attendees at Guildtown. Costs were reduced due to the reduced number of meshing point magazines produced. There are still a couple of costs which were invoiced after the financial year end and if these are included then the profit for the year is £1,500

Marion then referred to page 5 of the accounts and indicated that the club bank balance closed at £12,551. If the additional costs were removed then the balance would be £11,000, a £1,500 increase on last year.

Page 8 of the accounts provides a detailed income statement for the year. The club has 4 areas of income:

Subscriptions cover the cost of Meshing Point, subscriptions to other club organisations and running expenses of the club. Within this there was a surplus of £1,100.

Guildtown Rally income, which the club aimed to spend on the rally. Even including the additional costs of a jazz band, the surplus income was £125.

The club receives donations throughout the year of £445 which after the club made donations to Children in Need and SAMH resulted in a surplus of £125.

Regalia continued to generate a surplus, this year being £225.

Overall the club generated a surplus of £1,500 which led to the committee discussing how this should be used. After some discussion the agreement was that the club would keep the funds in preparation of the Clubs 50<sup>th</sup> Anniversary in 2021. We are keen to celebrate this milestone throughout the 50<sup>th</sup> year. If any member has any suggestions on how the club could celebrate this event, then could they please let the committee know.

The adoption of the accounts was proposed by Andrew Goodfellow, seconded by Chris Chilcott and carried unanimously with no abstentions.

## **9. Election of Committee Members**

The Committee profiles were as included in the October 2017 issue of Meshing Point.

David, Chris and Simon have stepped down from the committee. Ruairidh Dunford has offered to serve on the Committee as Secretary.

John Davies, Neil Gibson and Rupert Pugh were each proposed by Clare Young and seconded Geoff Morrison (for Ruairidh Dunford), Tanya Dunford (for Neil Gibson), Fergus Dobie (for John Davies) and Charlie Carpenter (For Rupert Pugh).

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

Chairman – Clare Young  
Membership Secretary and Archivist – Gavin Boswell  
Regalia – Jenn Wallace  
Trophy Co-ordinators – Johny Johnson and Anneke Wallace  
Treasurer and Company Secretary - Marion Morrison.

### **10. Election of Directors**

Each Director serves for 2 years. Clare Young was seeking re-election and David Lodge was stepping down. Ruairidh Dunford was happy to stand as a director for the next 2 years.

### **11. Appointment of independent examiner**

To continue to use Accountants Plus as the independent auditor (examiner as accounts are not audited) of the accounts was proposed by Andrew Goodfellow and seconded by Chris Chilcott. This was carried unanimously with no abstentions.

### **12. Meshing Point**

General discussion took place on articles for Meshing Point. Chris Chilcott suggested that a prompt sheet be produced to allow contributors to use the prompt to create a report on an event. It was also suggested that the writer for an individual event is chosen prior to the event. Clare suggested the need for clearer photographs for inclusion. The editors are still trying to get members to contribute articles. Articles should be sent in Arial 14 font and a Dropbox for these was also suggested.

Neil Gibson stated that he will be supporting the event organisers and will be making contact with the event organisers.

### **13. Any Other Business**

Chris Chilcott suggested that new club members are given a free entry to the Guildtown Rally. Clare suggested that it is a free car entry only and said that this suggestion was worth noting.

Irene Kendrick suggested that members could advertise something that they could offer within Meshing Point. Clare explained the difficulty with separating business from free advice within the magazine.

Gavin raised the point that some members were looking for clarification of membership of the SA7C to send to their insurer. He stated that a letter from the club would suffice in proving membership.

Clair suggested that the profit from the raffle is split 50 / 50 between the club funds and the SAMH charity. A vote was taken and this was agreed.

Discussion took place on a proposed club holiday immediately following the Guildtown Rally. Some sites had been looked at by various members and John Davies had one still to review and feed back on. Charlie Carpenter informed those present that the Boxing Day run would not be happening this year and that the Easter weekend would take place at the Kildonnán Hotel in Arran.

Anneke will look into the cost of repairing and renewing the trophies.

### **14. Date of Next Meeting**

The next meeting will be held at 11.00 am on Saturday 16<sup>th</sup> November 2019 at the Atholl Arms Hotel, Blair Atholl.

The AGM was brought to a close at 12:10pm.

## Just another Austin 7 Club meeting ...?

Andrew in his capacity as metalworker for the world of Austin 7s, has a network of customers across the globe. As we planned our trip to visit Andrew's auntie Alison to celebrate her 80<sup>th</sup> near Melbourne in May 2018, Andrew was also busy contacting 'the Melbourne customer' to see if there was an opportunity to meet up during our stay.

As we hired a car from Melbourne airport and drove up the Hume freeway to the north of the city, we kept going for over 3 ½ hours, realising that we were not going to just pop back to Melbourne for an evening! However, Len and Carol Kerwood, the current President of the Melbourne A7 Club and his wife, had offered us a bed for the night so we could join them for a club night at their club rooms on a Wednesday evening.



We found their house in Greensborough, a lovely leafy suburb north of the city, with a park nearby where we walked to see some wild kangaroos! After an early dinner we drove for at least an hour (in rush hour) across Melbourne to Cheltenham North which was coastal. It was dark, so we did not see the ocean at Melbourne! Our first stop was to help us understand the differences between the Australian Austin 7 cars and our familiar marques here in the UK. We were taken to one member's private collection in an industrial unit. He has it open for club members to use machinery and tools for their own repairs and also for collaborative work on cars in the collection. Many of these were already immaculate, however, there were a few in various states of disrepair.

There have been many links over the years with Australian Austin 7 enthusiasts, most recently Russell Curtis from Queensland visiting our club at Guildtown, who also donated a considerable amount of memorabilia to the Association (A7CA).

Our understanding is that rolling chassis were built in Longbridge for the Australian market. Importing parts of vehicles appeared to be a much more economical way of purchasing and importing the vehicles. The import costs of a complete car were





prohibitive to many people. This meant that coachbuilders in Australia created a range of designs that are unique to the Australian market, which may have then been exported to other countries.



This rendezvous was an opportunity to meet a few of the club members before arriving at the club meeting, including the Melbourne customer, Michael Shegog. They were all enthusiasts, just like this membership and we heard of their main annual event 'Historic Winton' which is equivalent of an event at Goodwood. Winton Motor Raceway was 10 minutes from where we were staying in Benalla, and these club members were trying to persuade us to stay a few more days as we would miss the event by only 3 days! L *C'est la vie!* Perhaps the next time ...? The event is for all marques of car and motorcycle and yet it is the Melbourne Austin 7 Club who organise it.

After our visit to the private collection we were driven to the club rooms for their informal social meeting, affectionately known as their 'hot air session'. It was like a large village hall size, with an adjoining kitchen with large hatch into the main room for helping yourself to tea or coffee & biscuits, then you went around the corner and then you found the parts department spares shop which had an upstairs too! The closest UK equivalent it reminded me of was Ian Dunford's garage (although one was cleaner and much more spacious?!) which certainly used to function as





the Bristol Club's spares department.

What was striking, was that the world over, the membership of an Austin 7 club generally looks the same! There are Ian Dunfords in

Australia too! The conversations are much the same, their enthusiasm about engine parts is the same, their cars just don't rust like ours do! We were welcomed

with open arms and we spent a very amiable evening listening to all the hot air that goes along with chat about Austin 7s and the upcoming Historic Winton event. They are very proud of their club, their club rooms, cars, memorabilia, trophies, camaraderie, competition and spares shop. We would recommend a visit.



Later in our trip we spent a week with our Best Man

near Wanaka where we found the largest private collection of toys and transport in the Southern Hemisphere! Hangers full of cars, lorries, planes, motorcycles, and



boxed toys from Barbie dolls to farm toys to cuddly animals, train sets, fairground rides, pre-loved toys, rows of real army trucks (see my M\*A\*S\*H re-enactment), armoured vehicles, with building works ongoing to dig out an area to build 2 storeys underground with a further 2 or 3 from ground level. This would house an incredible number of further toys and transport that may not yet be on show! We tried to do this in half a day which needed at least a full day or two. It was vast!



I have plenty photos of the Wanaka transport and toy museum, but I have only put one in here. I thought you might be amused at my M\*A\*S\*H re-enactment!

*Judy and Andrew Goodfellow*



# How our Big Seven got its Floor Covering – and its Gearbox Cover

I bought our Big Seven, "Biggie", early in 2012. According to what scrappy paperwork there was with it, it had been a retrimmed in the mid-1980's. Indeed, the cosmetics of the car were its best feature – though what passed for a carpet left much to be desired. Residual evidence on the floor led me to believe that there had been a carpet glued to it at some stage. (I could get no useful lead by comparison with my Swallow as to what might have been intended, because the Swallow has clip-down fitted carpets, purpose-made, in keeping with the whole idea of Swallow coachwork: superior styling on the normal A7 chassis.)

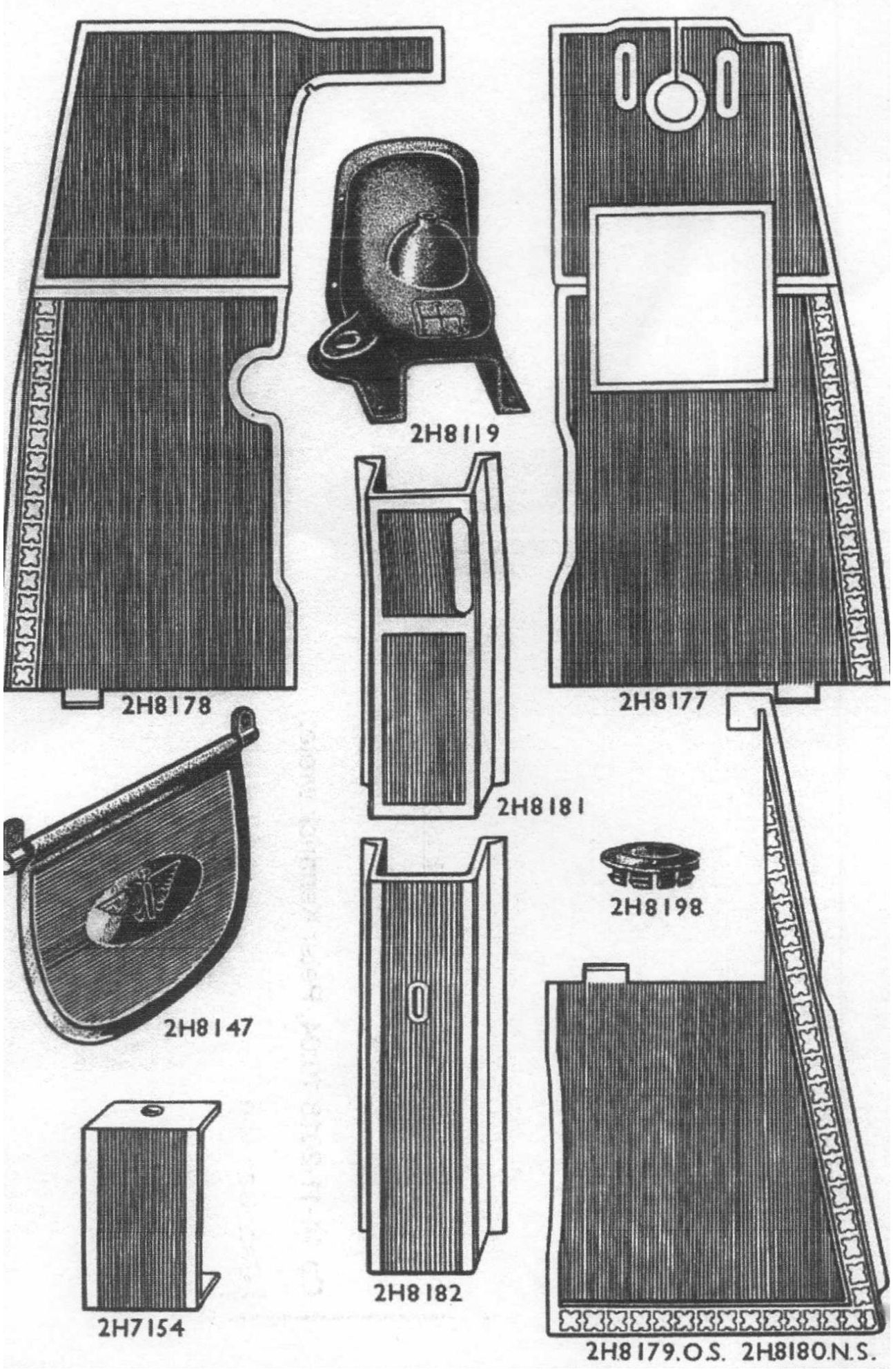
The next time (after purchase) that we attended a Club event I made a point of looking at other late-'30's cars, to see what floor-coverings they had. Rubies had well-fitting rubber mats – heavy enough to lie flat on the floor. When back home I consulted my copy of the book "Austin Big Seven Body Spare Parts", which has a whole double page given to "Mats (Rubber)": as in the picture here. This made plain that, as original trim, the whole of the floor had been covered by fitted rubber mats – and this included the tunnel section and the gearbox. And I can well see why a rubber-mat floor covering makes excellent sense: the opening windscreen on the Big Seven – just like that on the Ruby – lets in water round the bottom when it rains, so it's better to have a rubber mat on which it can collect as a puddle, rather than have a carpet into which it would soak – with consequent eventual rusting of the floor.

But then I discovered that these rubber floor mats are not now available for the Big Seven: the mould needed for their manufacture is expensive and has a useful life limited to a few dozen mats. The market demand for these isn't certain enough to make anyone invest in the cost of new moulds... though the mats for the Ruby *are* re-manufactured from time to time.

I decided to try the fit of Ruby mats in Biggie: and bought a pair of front mats and a pair of rear mats from The Seven Workshop. When they arrived I was delighted to find that (with a little judicious trimming) they fitted excellently. Additionally, the pattern on the rubber's surface matched that pictured in the drawings in my "Body Spare Parts" book. All that I still needed was mats to cover the tunnel and the gearbox – but getting these proved much more challenging.

Fortunately I found an advertisement in "Meshing Point" for new, remanufactured mats for the front part of the tunnel – but for the Ruby model. The advertiser turned out to be a member of SA7C, Peter Naulls, who offered to lend me a tunnel mat so that I could "try it for size" on Biggie: an offer I gratefully accepted. The mat (new) arrived, beautifully packed, and I wrestled with it on Biggie for fully two hours... only to conclude that it would not fit. What a disappointment! I returned the mat, and Peter would not even let me reimburse him for what it had cost him to send it to me: a very heartening gesture. But, though the original idea (to find a source for the tunnel mat) was not fulfilled, this contact paved the way to my obtaining the

# Austin Big Seven Saloon Body Parts – Floor Mats



rubber gearbox cover. But, to finish the story of the tunnel covers, I did some measuring and concluded that I'd have enough material to make these if I bought another pair of Ruby rear mats, which I did (only a couple of days before The Seven Workshop changed hands, in January, 2014).

That left the rubber gearbox cover mat still to be sourced. The long-time Registrar of the Big Seven Register, Robin Taylor, told me that these hadn't been available for years (decades), and one of the SA7C's few Big Seven owners, Paul Rickards, reaffirmed this. In place of the original-style rubber cover he uses a fibreglass moulded one, from a batch produced ages ago and seemingly not repeated since. But Peter Naulls told me that he could get a batch of rubber covers made by a firm used by him as a manufacturer for his own business. He was able to quantify this with costings and a batch size (two dozen) which we should need as a minimum in order to pay off the cost of the mould needed to produce the covers, if these were sold at £150 each. The pattern for the mould would be the gearbox cover on Robin Taylor's own Big Seven. When I laid all this before Robin Taylor he asked if I would project-manage the venture... and I agreed.

It took me about nine months to gather the names (and the cheques!) of two dozen people, to make the project viable. In addition to publicising it in Robin Taylor's occasional Big Seven Register Newsletter, I put notices in the magazines of two other Austin Seven clubs (our own having only four Big Seven owners): twice over, in the case of one of them. I am grateful to the Editors, who both let me do this without any charge. I wrote two or three e-mail letters to each of those who replied saying he wanted a cover, to keep them all informed as the numbers slowly built up. Robin Taylor volunteered to take two covers for the Register's stock of spares, and in the end I had a list of about thirty people. All were in the UK, apart from one in the Netherlands and one in Australia. Then I wrote to them all and asked each for his £150 cheque for the Big Seven Register... and I'm gratified to say that most then kept their word, sending a cheque without hesitation. There were those who did not follow-through – these being the only people who did not have the courtesy to reply – but we did just get the needed orders and payments for two dozen covers. I passed the cheques to Robin Taylor and the order to Peter Naulls, who had agreed also to package and ship the covers, as part of his firm's input, and about a couple of months later everyone who had sent a cheque received a very neat package, combining a newly-moulded cover and a slip-in rubber "dome" (sourced from Paul Beck) to provide the outlet for the gearstick. And all this at no cost to the Register.

The work on this project was done by me and Peter Naulls. I was thankful (as he probably was, too) when it was all finished, and with a successful conclusion. I gather that Robin's two covers, bought as stock for the Register, were quickly sold (and that – had there been any more – they could have been sold since). The production run ended with the mould paid for and some life left in it: with the possibility to cast perhaps another dozen covers, given the cooperation of the moulding company and someone willing to manage the project a second time around. To this end Robin has publicised that a second batch of covers would be possible: let us hope that this will soon become a reality.

*Peter Kendrick*

# Austin 7s Back on the Track

## A7S BACK TO THE TRACK

### is back again for 2019!



No DeLoreans allowed.....

Every year a group of Austin 7 enthusiasts book a day at the Curborough Sprint Course solely for the use of Austin 7s and A7 Specials – this is **A7s Back to the Track**

We will be at the Curborough Sprint Course, Fradley, near Lichfield on **Saturday 23rd March 2019.**

Any car with an Austin 7 (or Reliant side valve) engine is eligible.

It is a non-competitive Track Day so MSA licence and Race suites are not required, just a road legal crash helmet (goggles and gloves are advisable) and is open to all, novice and seasoned drivers alike. Passengers are allowed so bring along and Friends and Family to join in the fun.

The use of the track is 'unlimited' and you get as many runs as you can fit in!

The fee is **per car** regardless of the number of drivers.

We guarantee you will not get better track value anywhere else – just ask previous entrants!



The Curborough on-site Catering will be providing hot meals and the legendary Bacon and Egg Baps!

We'd particularly like to encourage A7 Specials, which have not turned a wheel in years, to venture out onto a track once again. If you know of an A7 gathering dust in a garage somewhere let the owner know about this event.



Spectating is FREE so come along and see some really interesting A7s at play.....

Please note the following fees are payable in advance. Entries will be accepted from 1st December onwards, but **do not delay** because previous years have been over-subscribed.:

For entries received and paid by 31<sup>st</sup> January 2019  
For entries received on and after 1<sup>st</sup> February 2019

£ 50.00 per Car  
£ 65.00 per Car

Email for bank transfer details to:

[Cplainjonesaustin7@gmail.com](mailto:Cplainjonesaustin7@gmail.com)

or post cheques to

Charlie Plain-Jones  
87 Widney Road  
Knowle, Solihull B93 9EA



Photographs courtesy of **Dennis Rushton**

Sent to us by Paul Lawrence, A7CA Sec.  
It's a little blurry - it's a pdf! Sorry! [Ed.]

# Touring France in an A7

## Part 3

### Journey starts...

We live in Glasgow, a long way from any Ferry terminal so, as with our most recent previous journeys, we chose to trailer the Pearl behind my modern, with the camping trailer stowed on top of the roof, and pulled it all to Dover.



The girls finished school for the summer at 1pm and we were gone by 2pm. 10 hours later I parked the car in my parents' drive near Bristol for a few days, then on to my brother in law's in Hampshire and finally to Robert's in Kent. Here we off-loaded the Pearl, hitched up the camping trailer and early the next morning (guided by Robert, who looked after my modern car and transporter trailer whilst we were away, thank you!) made our way to the Dover Ferry Terminal, we arrived in time to catch an earlier ferry.

The organisation at both ports was very efficient and just two hours later we were making our way through central Calais and south - as far south as we could get that day before 5pm.

The car was still not really run in but pulled well and soon, around about 4pm we found ourselves nearing Amiens and a Camp Ground we had used in 2013 - so we pulled in and struck camp. After a meal cooked on the stove we retreated to the hall on site and read a few of the books they had put out for campers.





The next day we woke early and, with all the girls now responsible for packing up their one air mat, pillow and sleeping bag (a first for us as previously they had been too young), we soon found ourselves on the road and away before 8am. The car ran well in the damp air - the scenery in this part of France is pretty featureless and flat, good for getting miles under our belt however and by lunchtime we had passed Chateau Thierry. A further push, after food and fuel, meant that we skirted Troyes by 5pm and headed for a site with a pool that we knew in Brienne Le Chateau. It was very humid and whilst the girls enjoyed a cooling swim I enjoyed an ice cold beer. The bar on the site sold only beer and Champagne - fiercely proud of the local produce.

After dinner there was a torrential downpour and I quickly erected the tarp (our tent is so small it does not have an awning) so that we had some shelter to sit under. Next door Citroën Traction Avant owners waved from their caravan!!





In the morning it was still rather wet and we had to pack everything away damp!

We were now heading into our third long day of Travel, stopping once to refuel and once for lunch, I hoped to reach Megeve, in the Alps, by the next evening. This was the part of the journey I knew would be hard endurance for us, and the car. The girls sang in the back, knitted outfits for their teddy bears and read.

Another ten hour day of driving though the minor roads found us near Charolles where we came upon a very nice Municipal site. A small supermarket next door provided food for our dinner. We were starting to see a change in scenery and I knew the hills would begin the next day. With 220 miles still to cover, I shoved in my earplugs and went to sleep!

*Ruairidh Dunford*



# Your Club Events this year

## Easter - Return to Kildonan

**19<sup>th</sup> April to 22<sup>nd</sup> April 2019**



After a very successful visit to Arran in 2010 and 2011 where we all enjoyed glorious food in a superb hotel I decided that we would return to Arran for 2019.

The room rate on dinner bed and breakfast is £75 per head per night so £450 for the three nights. The food is great, the views over Pladda stunning, and the whole experience super.

We can visit the castle or brewery or go over the Ross road and a visit to the distillery can also be planned. We can also eat there even if we do not take the tour.

The hotel has 10 rooms available, five of which are already booked. However there is camping at the Seal Shore campsite opposite the hotel. The cost of a motor home site (up to 6 meters) with hook up is £24 per night.

The ferry prices are not out yet for 2019 but I expect them to be around £50.00 for a car and 2 passengers which is half the cost in 2011. If you were coming with a camper and trailer it would cost £32 more.

As rooms are strictly limited please contact me as soon as possible as when they are gone there is no further accommodation.

Charlie and Myra 0141 956 5428 or

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



# Your Club Events this year

## Return to Loch Lomond: 3rd - 6th May

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

Lagganbeg Campsite have 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](mailto: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.

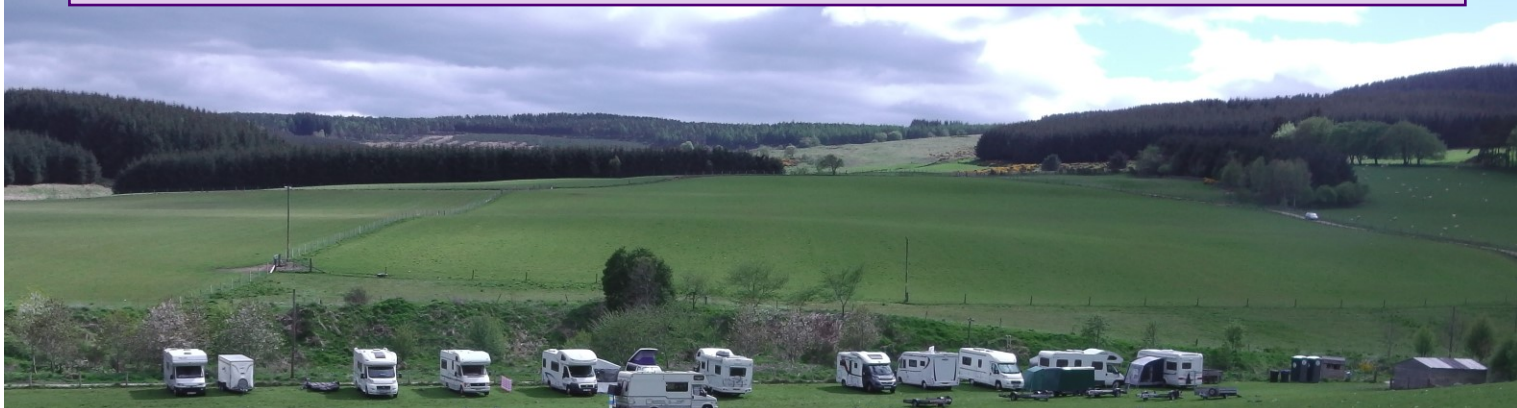
More information from Ruairdh and Tanya Dunford on: 0141 942 8037 or [dunford1@aol.com](mailto:dunford1@aol.com)

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



# Your Club Events this year

Brideswell: 24th - 27th May



## BRIDESWELL, Cushnie, Alford, Aberdeenshire, AB33 8LD

This rally is a very sociable event held on Brideswell Farm and explores the attractive rural roads of upland Aberdeenshire. We have a camping field for tents and motorhomes with toilets and limited hook up for emergencies. Camping field open from Friday 'til Monday.

**Friday Evening: Open House** in the farmhouse after you have settled and eaten, for a welcome glass of wine and nibbles (BYO to follow)

**Saturday:** Drive route with suggested lunch stop. The runs have not been decided yet but may be pick and mix if there's a large turnout.

**Saturday Evening: BBQ** in the garden or the house if wet. Meat, rolls and salads provided but BYO drinks.

**Sunday:** Another day of exploring which may include some steep hills and a social get together in the evening for those staying till Monday. Musicians always welcome.



**COST**    Camping        £20 per camper for weekend  
              BBQ                £15 per Adult

Please let us know if you are interested with some contact information so we can send further details and directions to get here nearer the time.

Anneke Wallace

Address (as above)

Tel: 01975 581266

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


# Your Club Events this year

## Drive-It-Day: Sunday 28th April

At the January committee meeting, there will be a decision made as to the location for lunch and this will be advertised through the e-newsletter and then April's MP.

## Borders Raid: 14th - 16th June

Details in April MP for bookings or contact Neil Williams on his new club email address - [magazine@scottishaustinsevenclub.co.uk](mailto:magazine@scottishaustinsevenclub.co.uk)



Camping, jazz band, ceilidh, free bar, road run, autojumble, barbecue and static display - fun for all the family

Guildtown 2019

## Scottish Austin Seven Club's 48th National Rally

26th-28th July 2019 - Guildtown, Perthshire

Entry packs from - [secretary@scottishaustinsevenclub.co.uk](mailto:secretary@scottishaustinsevenclub.co.uk)

Club Holiday leaving from Guildtown →

## Ayrshire Amble: September

Details in April MP for bookings, organised by David and Joan Lodge.

## AGM Weekend: Blair Atholl in November

Held in the Atholl Arms Hotel, Blair Atholl over the weekend of 15th - 17th Nov.

# Your Club Events this year



**EXPLORE HIGHLAND SCOTLAND**  
With the **SCOTTISH AUSTIN SEVEN CLUB!**  
**SUMMER HOLIDAY 2019, KILLIN,**



**Monday 29th July - Sunday 4th August**

We have booked the entire touring area of the High Creagan Caravan Park, Killin, FK21 8TX. [01567 820449](tel:01567820449).

The plan is to leave from Guildtown and head over to Killin for a relaxed week of touring around the Highlands.

Day to Day: will be fairly flexible with suggested routes and attractions.  
Evenings: we will have communal areas set up for socializing.

Cost per unit is £18 per night, with 14 electric pitches available on a first come first serve basis. Non Electric and camping pitches are also available,

Bookings are to made direct with the site on the above number, but please let me know if you intend to come along or if you need any further information.

John Davies: 07925 246671 - [john@scottishaustinsevenclub.co.uk](mailto:john@scottishaustinsevenclub.co.uk)



# Around the Newsletters - Neil W.

Dear all,

*May I wish you all a warm welcome to the 2019 season. My new role on your committee is to look through other Austin Seven clubs' magazines and publications to find some interesting and useful technical items and share them with you in the hard copies of Meshing Point.*

*I have been put on the mailing list from several clubs around the country and even clubs overseas.*

*Some articles you may have seen before, but I'm sure they will be of use and there will be many new ones which I look forward bringing them to you.*

*If you have any tips that we as a club can use and share around the A7 scene then please send them in to me at: [magazine@scottishaustinsevenclub.co.uk](mailto:magazine@scottishaustinsevenclub.co.uk)*

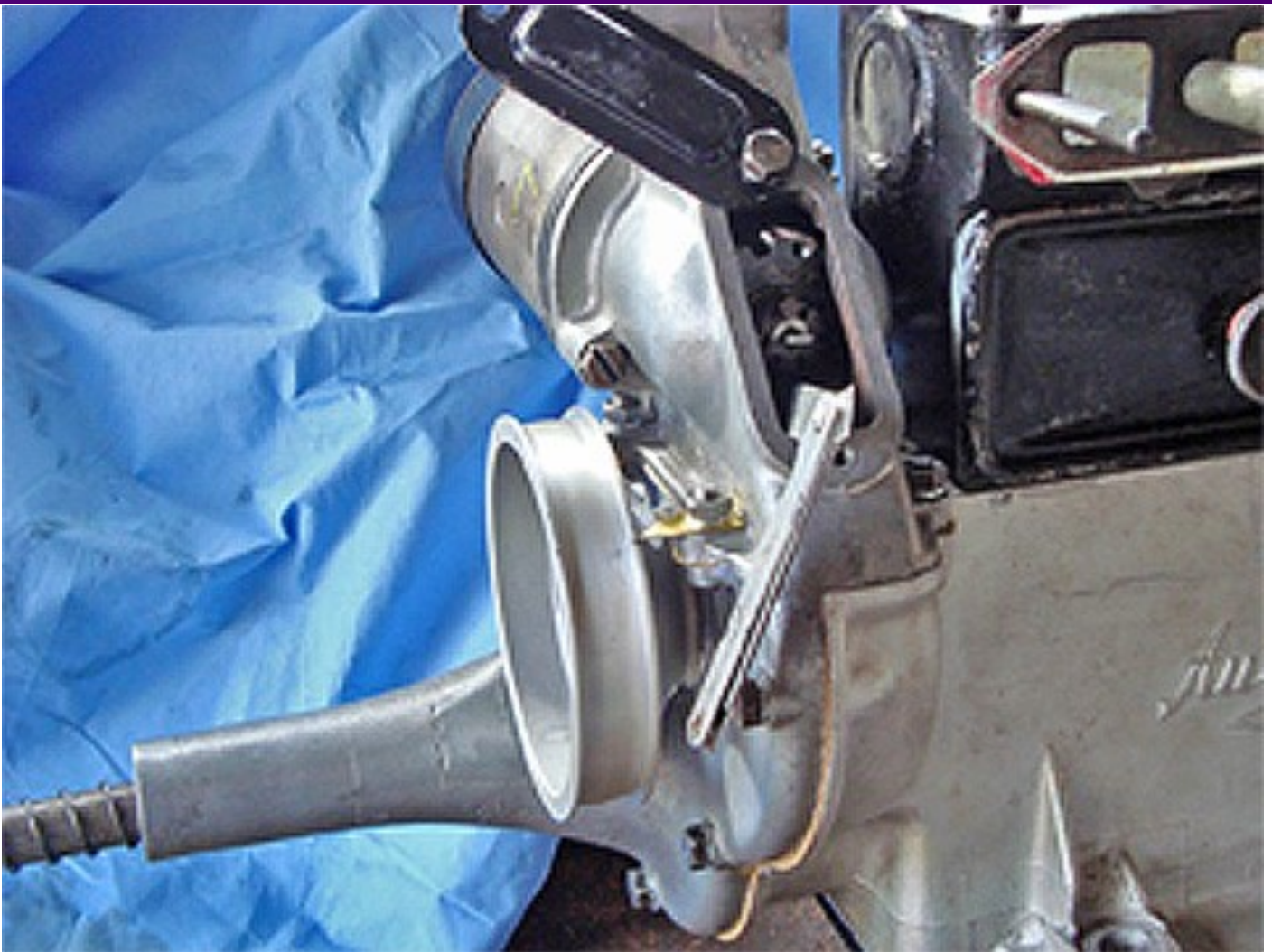
*My first article is from the Bristol Austin Seven Club Website submitted by Ron Hayhirst relating to dynamo backlash/endfloat and what we can do to measure and adjust it.*

I liked the article on this topic in last month's newsletter which showed ways (all to be executed with due diligence!!) to check for dynamo armature end float and backlash (or slackness) between the gears on the crankshaft and cam shaft. This prompted me to see if there was a third reason for "the little tin cover" which might enable a check on the backlash between the cam and dynamo gears. The accompanying photo shows that it is possible to wriggle a feeler gauge into the mesh of the gears ensuring that the teeth are together on one side and measuring the gap between the mating teeth on the "slack" side. Incidentally the photo also shows a brass pointer which can be aligned with a small cut in the pulley at top dead centre of pistons 1 and 4. A further mark aligns with maximum advance. These marks make it easier to check the timing with a strobe lamp.

An engine which I had recently put together was still standing on the bench which made things easy. I dug out five dynamos (not necessarily in working order!), which all looked to have the drive gear in reasonable order, and tried them in turn in the housing. I also measured the outside (or overall) diameter of the gear to see if there was any correlation between backlash and diameter. In other words, was there originally an attempt to match the dynamo gears and/or housing in the same way as with the timing gears? It would be interesting if others can comment on this.

The gears can be brought into closer mesh by removing metal from the base of the dynamo housing. My guess is to go for about 2 thou minimum slack – again it would be good to hear from others - and if found to mate too tightly, an extra gasket may be needed. After a preliminary check to determine the dynamo with the closest backlash, the base of the housing was lightly ground back on a finisher and refitted complete with gasket. I found it awkward to measure the diameters to within 2 or 3 thou and although my measurements between the five dynamos varied between 1.891" and 1.898" I don't think the diameter of a given unit relates to its backlash.

# Around the Newsletters (cont.)



For what it's worth, the measured slack in the gears in thousandths of an inch were 2, 3, 4, 7 and 8. It would be good if those with more experience could comment on the effect, if any, of the larger amount of slack on gear noise.

*I hope this may be of use and watch this space for my next Around the Newsletters Tech Tip article.*

*A big thank you to Ron and the Bristol A7 Club.*

*Neil Williams*

*wanted wanted wanted wanted*

DFL Dynamo for a Magneto engine for a chummy — any condition

Car Trailer to fit a chummy

Contact: Paul Watson 07727 405594 or  
PaulWatson1967@gmail.com

# Gordon's tale....

While serving my apprenticeship in the machine tool industry in the 1970's, I read a Herbert Austin biography. I was enthralled at the tale of the development of the Seven - with Austin taking an apprentice, Stanley Edge during a works summer shut down and working up the concept which ultimately became the car that saved the company, helped bring motoring to the masses and captured my heart!



Fast forward 40 years, after marriage (happy - with Shirley), two daughters (challenging) and work (stressful, challenging but thankfully enjoyable) intervene...

Shirley says, "why don't you go and buy one"! No second bidding, I dragged my wife the length and breadth of the UK, leaning towards a Nippy or similar - the low slung axles giving a sporty look, until - calling at a private seller in Stoke on Trent, a garage door was opened, and there was Gordon - sitting up and looking like an over eager springer spaniel - forget low slung axles!

*It was love at first sight!*

Marque Specialists, Austineers of Bradford on Avon had built the car during 1998 / 1999 for Martin Grindrod (pictured above), an electrical engineer to an exceptional standard using a 1927 chassis (of the type supplied to Gordon England), and components including special steering box, close ratio 3-speed gearbox, axles, brakes and wheels. The body was an exact replica of the original and built by Tom Abernethy as were all the fixtures and fittings.

The car is an exact replica made almost entirely from original Gordon England specification parts.

Improvements included a Phoenix crankshaft with balanced rods and pistons, enlarged inlet valves, raised compression ratio, Dante 4 branch exhaust manifold and single 1.25" SU carburetor.

The car was tested on a rolling road where it produced 28 BHP at the rear wheels (or as much as the works ever managed without supercharging).

Over 70 mph is possible with a realistic cruise speed of around 50mph (the current owner is comfortable at 45mph!!)

A deal was done July 2014 and TP Overland (highly recommended) were engaged to bring the car north to Royal Deeside, Aberdeenshire.

First lesson - I couldn't understand why the track was so important- until we watched Gordon loaded - and he almost fell between the ramps of the transporter!



Two years of (relative) trouble free fun ensued, at local shows in the north east of Scotland and in Corbridge (my original locale) where I'd always promised myself I'd show a car at the Tynedale Steam and Vintage rally.



Lesson two - a good way of transporting a wee beastie with lots of removable parts and from which my 5' 11" frame has to be surgically removed after about 25 miles - is in a van... Which has about 2 inches clearance between the wheels of Gordon and the wheel arches of the van!

After the two-day 2016 Deeside Steam and Vintage Rally, we suffered the ignominy of being towed home by my cousin's husband's Jensen 541... Gordon was losing power and plugs were wetting up with an extremely rich smell...

We took the head off and found some light scoring in the bores - before we knew where we were, the block was off and Gordon looked thus.

Piston ring gaps were also in excess of 30 thou and the pistons were plus 40 thou.

Lesson number three - there are no Haynes manuals for 90-year-old Gordon England Cups!

I didn't want to bore out the block to plus 60, so sourced a spring-loaded hone which worked particularly well and cleaned up the bores. New 40 thou oversized piston rings yielded gaps of 0.006 to 0.015 (I was happy with this rather than a re-bore).

Valve seats were re-lapped, and as the block had previously been ported, this was tidied up and re-profiled.



New carburetor jet and needle options were also sourced with the assistance of Colin Christie - a local and extremely knowledgeable retired garage proprietor - Gordon had been starting and running rich without the need of choke for some time and this was thought to be contributing to deteriorating performance (I had asked for advice on recommended combinations from a well known carburetor supplier to no avail). When I asked how Colin had settled on his recommendations, I was told "through 40 odd years of experience!")

Lesson four - don't try to put the block on without the engine out of the car!

I trashed a couple of sets of piston rings trying to put the block back on, making my own piston ring clamps and suspension gizmos to guide the block, but it was like doing brain surgery with a blunt spoon, IMPASS...



Fortunately for me, Gordon had grown on Colin, so he suggested I get him across to his garage and he would complete the rebuild.

What had taken me eight months to fail to complete was finished in a weekend, I can't thank Colin enough for his expertise and friendship.

Gordon was ready for another season!

He's running really well now, choke to start and tootling along with Shirley and I on board at 45mph, attracting immense interest wherever we go - including from the local constabulary at Grantown-on-Spey Motormanias...

This year (2018) saw me fulfil a four-year ambition to get a photo of Gordon with David Arthur's 1925 Brooklands - great to see the cars together at Banchory Rotarians show in May!

Seven ownership is a voyage of discovery - highs and lows; triumphs and tragedies - but never a dull moment, I look forward to many more years of the same with my friend Gordon and can't thank Shirley enough for her moment of weakness!

*John Armstrong*

# What has the Association ever done for us?

**That's a good question – one that deserves a good answer.**

After all, for the best part of 50 years, the Austin 7 Clubs' Association has charged an exorbitant £1 for its quarterly magazine, together by asking a mere £20 a year for your Club and £10 for Associates to affiliate.

You need to know whether this has been value for money and whether it will carry on being a fair deal in the future. So here's a quick overview of what the Association has done to date and continues to deliver for you and your Club:

## **1. The A7 digital archive - more access to more data for more people.**

Thousands more people, as it happens. Those who have been enthusiasts for a while will know that the archive is currently in Lubenham, Leicestershire – miles away from most of us. To consult the records or do any research in the past you had to travel and then spend a day or so in a dusty room digging out documents from an assortment of boxes. Now, you simply go online from home, whether that's in Colchester or Canada.

The digital archive is only partly finished – there's a lot more copying, classifying and digitising to do - but even so, we were shortlisted for an award last year.

It has cost £5000 to get this far, and it will probably cost at least the same again before we're done, but the transformation in instant access for a world of enthusiasts is worth every penny, in our opinion.

## **2. The Jack French Garage Project - saving a piece of A7 history.**

Jack French, for those who don't know, was revered by some as the go-faster guru for Austin 7 racing and engines. His garage was no more than a hut, but an extremely historic hut for A7 enthusiasts, so your Association has stumped up part of the money to dismantle it, transport it to The Atwell Wilson Motor Museum, Calne and rebuild it as a museum and interpretation centre for Jack's remarkable work and skills. When you go, you'll see videos and archive material that we have helped to fund and create and you'll enjoy the experience hugely, while being reminded about what your Association gets up to in the background.

## **3. Many more acquisitions for the A7 archive as an archive is never static.**

Almost every day, we uncover new material or are offered artefacts that add to this unique store of knowledge and interest. Recently, for example, we've bought a full set of Austin 7 sales posters, in wonderful condition, possibly unique, but almost certainly, irreplaceable. They are already digitised, so you can see them now at <http://archive.a7ca.org>. We'll soon be producing print replicas, should you want to have your own to treasure. They cost us £1500. We think that's worth it and we don't intend to stop buying important material for you any time soon.

## **4. Exclusive deals on your insurance.**

Representing a world of one-make enthusiasts gives us tremendous negotiating power with insurers and we don't shrink from using it. One enthusiast we know

owns 7 vintage cars and pays less than £50 a year each to insure them, fully comp, any driver, European travel and recovery included. He couldn't do this without us and, if you're not already taking advantage of Association insurance rates, get in touch with RH Specialist Insurance and get a quote today.

### **5. Yet more deals on event insurance for your club.**

In these litigious days, you need public liability insurance if you're holding a rally or a road run. Specially negotiated Association Liability Insurance covers you at a fraction of the open-market rate.

### **6. New improved Association Magazine**

You'll have noticed that the magazine is better than ever. More colour, better articles, improved layout and more authoritative information. Our writers and experts work for free of course, but the printers and the Post Office don't.

When we launched it, the cover price was £1 – about the same as 2 gallons of petrol at the time. Today, that £1 won't buy a litre. To keep up, we ought to charge £9 a copy. Don't worry, we're not going to!

### **7. Centenary Celebration Rally**

2022 will be a momentous year in A7 history, and the Centenary Rally will truly be an occasion to remember. If you managed to get to the 90th at Warwick, you'll agree that it was a brilliant occasion. 2022 will be even better and, of course, such excellence takes organisation and cash, most of which has to be committed up front. Your Association is already working, planning and paying to make the Austin 7 Centenary unforgettable.

### **8. Global effort and engagement**

The Austin 7 community is an international community. There are 64 Clubs, Registers and Associates affiliated to the Association and the work we do enhances the ability of every one to serve the interests of its members.

Without us there would be no central archive, no quarterly magazine, no world source of A7 expertise and advice, no international rallies, no cheap insurance, in fact, no-one looking after the interest of A7 clubs and enthusiasts worldwide.

So, you'll be wondering why we're telling you all this. Or, more likely, you'll already have guessed!

Yes, we need a little more cash to keep doing what we're doing, improving our service to you and your Club and achieving more and more good things in the future.

How much more money? Less than half a gallon of petrol a year - £2 to be precise - in the form of a price increase for the magazine of just 50p a copy.

It's somewhat less than inflation (since 1969) and, as we hope we have shown, it's probably the best motoring value you'll ever be offered! If you agree, please let your fellow club members know next time you see them.

*Submitted by David Lucas, Treasurer PWA7C*

# Your committee is meeting ...

Your committee wishes you to know when the committee meetings are scheduled. If you have any points you would like discussed or considered by the committee, please note the dates in the table.

ScA7C Committee meeting dates 2019 (7.30pm)		
Month	Main discussion /organisation points	Date
January	Drive it Day organisation	30/01
March	Rally organisation	27/03
May	Rally	29/05
June	Rally – if required	26/06
August	AGM items for MP	28/08
October	AGM prep	30/10

## The Austin Seven Clubs' Association

*An Opportunity to get involved*

The Austin Seven Clubs' Association brings together clubs from across the globe to help protect and further the interests of the world-wide Austin Seven movement. Examples of how they have sought to achieve this include: managing the surviving chassis register; building the Austin 7 digital archive; the saving of the Jack French Garage and relocating it to the Atwell Wilson Motor Museum; the acquisition of many important Austin Seven artefacts; working with Richard Hoskins Specialist Insurance to ensure their service is relevant to the needs of Austin 7 owners; providing £5,000,000 of public liability insurance to 'full member' clubs and working on the arrangements for a big Centenary Celebration Rally in 2022 to celebrate 100 years of the Austin Seven. To find out more about the Association do have a look on the Austin Seven Clubs' Association Website [a7ca.org](http://a7ca.org)

The Association has nine Officer roles which include Chairman, Vice-Chairman, Secretary, Editor, Advertising Manager, Registrar, Treasurer, Archivist and Webmaster. The wider committee is made up of representatives from all 'full member' clubs, ensuring that each club has a voice.

Many of you will recall that at Austin Seven Club's Association Annual General Meeting in April 2018 a new constitution was agreed and passed allowing for a regular turn-over of Officers.

At the next Association Annual General Meeting in April 2019 the three posts up for election are Treasurer, Archivist and Webmaster.

It is important to note that the change to the constitution means that all Association Officers shall be initially elected to serve a term of just 3 years. They may then offer themselves for re-election for a second term but this is not a requirement. In any case no Officer will serve any more than two consecutive terms, this being a maximum of 6 years.

If you would like to take your turn in protecting and furthering the rights and opportunities of Austin Seven owners around the world by volunteering for one of the Officer roles, then please contact the current Chairman Chris Garner (Tel. 01664 852172 or email [chairman@a7ca.org](mailto:chairman@a7ca.org)) for a chat.

Paul Lawrence, A7CA Secretary      Email: [a7casecretary@gmail.com](mailto:a7casecretary@gmail.com)



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- ◇ Order by 30th September for pickup at the AGM.
- ◇ Order anytime for postal delivery.



Contact Jenn Wallace at [regalia@scottishaustinsevenclub.co.uk](mailto:regalia@scottishaustinsevenclub.co.uk) 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](mailto:metalwork@ossian4.co.uk)

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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

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

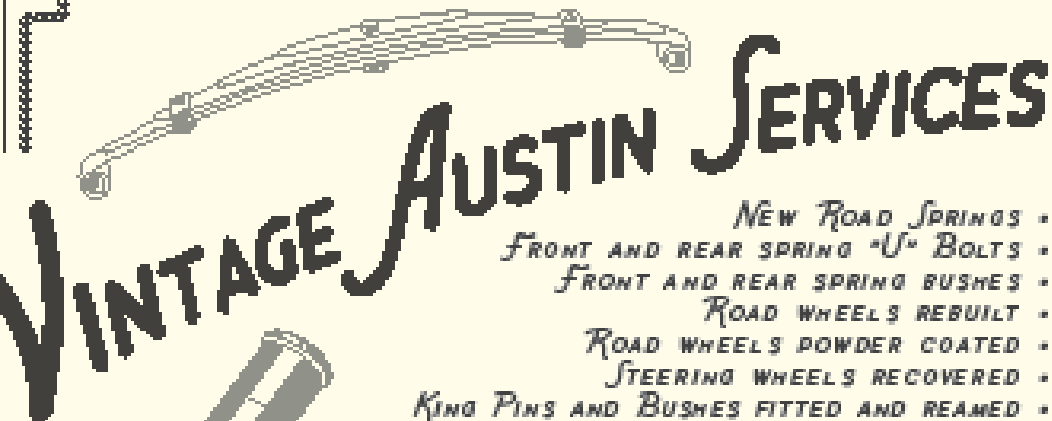
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Price £57 each plus £6 p+p per order.

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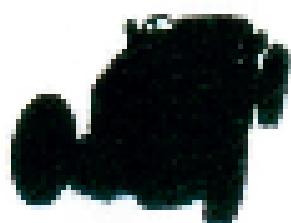


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# Events Diary 2019

**Drive It Day**  
**Lunch Meet-up in Central Scotland - tbc**  
Organiser: Committee  
**28th April**

**Easter Weekend**  
**Return to Kildonan, Isle of Arran**  
Organiser: Charlie Carpenter  
**19-22 April**

**Return to Loch Lomond**  
Organiser: Ruairidh Dunford  
**3-6 May**

**Brideswell Revisited**  
Organiser: Anneke Wallace  
**24-27 May**

**Borders Raid**  
Organiser: Neil Williams  
**14-16 June**

**Guildtown Rally**  
Organiser: Committee  
**26-28 July**

**Ayrshire Amble**  
Organiser: David Lodge  
**September**

**Winter weekend and AGM**  
**Atholl Arms Hotel, Blair Atholl**  
Organiser: Committee  
**15-17 November**

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.