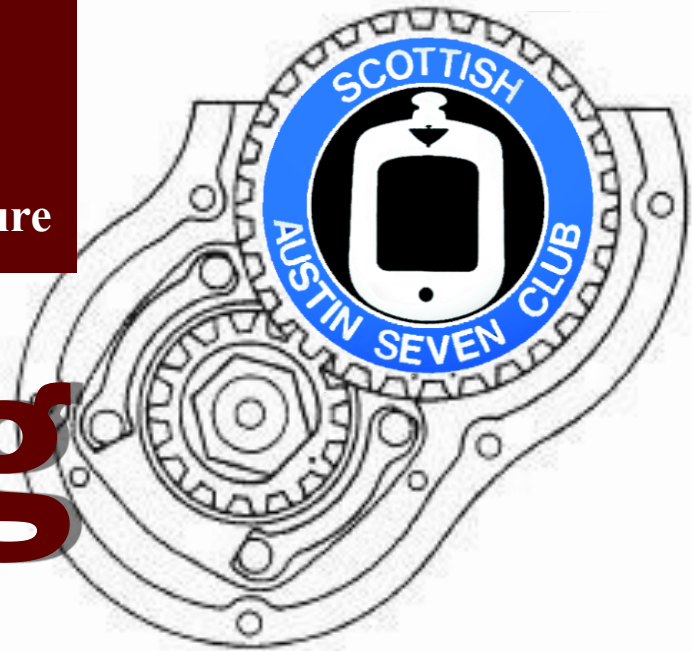


April 2019

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

The articles and views expressed and printed in Meshing Point and Newsletters are for the sole use of Sca7C members and their readership and must not be printed or reproduced in any other way without the express written permission of the Sca7C appointed representatives.

### USEFUL CONTACT INFORMATION

#### Breakdown Cover

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

**UK Breakdown** 01277 720 763

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

#### Spares and Service

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



#### Sca7C Website:

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

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

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

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

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**Cover Photo:** Allan Morrice's OJ at the Loch Lomond Run 2018

**Contributors to this edition:** Gavin Boswell, Neil Williams, Clare Young, Ruairidh Dunford, Ian Dunford, Allan Morrice, Gerry Flockhart, Chris Chilcott, Paul Watson, Paul Lawrence, and Peter Kendrick. **Thank you all very much.**

# Editorial

Welcome to this next edition of MP, jam-packed full of events to register for, technical articles and cars for sale if you need a wee change! Thanks to Gerry we will all be much more able to tinker effectively with our engines, to prime them for the season to come, as I include three of his short storyboards he put together when he brought the Wragg racing car and other engines up to the Guildtown rally in 2014. Read Chris' Snippets as he gives us a flavour of the advice contained in the book he features on p15. And it's good news about Johny Johnson following his hip operation last year, this photo below appeared in the local gazette in rural Aberdeenshire 2 weeks post-op and just goes to show the marvellous therapy that vintage bikes and cars bring, when one needs them the most. *[Don't try this at home!]* Thank you to our amateur press secretary sleuth ,FD, for bringing this to my attention.

The FBHVC have brought to our attention a Press Release of what we need to know as Brexit approaches *[or does it?]* and the A7CA commemorative Campbell enamel sign that is being produced in very small numbers is available for those who are interested.

We have 3 reports of members' involvement in their own vehicular events and restoration projects, thanks to Peter, Paul and Mary Allan for their articles. Sorry, couldn't resist that, some younger



members may not get that! Allan, Michael/Brenda, David/Joan - nice to see OJ on the front cover? Thank you to both Mr Dunfords who have independently given us some interesting archive material for inclusion on p20-21.

The regular MP sections on membership, for sale, around the newsletters and our chair lady's chat are all worth your careful attention this month.

Please note that although our club holiday has a change of venue as we are staying at Guildtown for the rest of the week, it is still looking like a superb week with the same camaraderie as ever.

Our events pages are busy with how to sign up to attend these weekends and the holiday. Please come along to whatever you can and enjoy the club for its energy, youthfulness, social side and love of driving the wee cars. Weekend organisers go to great lengths to find really good routes to show us some of Scotland's most beautiful scenery. Support these club members who plan these events for you.

Happy Easter, welcome to April, have you been fooled??

Happy Sevensing for 2019.

Judy x 😊



# Clarelady's Chat

As I write this Mavis Mansions is in considerable disarray as the Good Doctor and I prepare to leave for a trip to India. Mavis has just returned from a major fettle by the Wizard of the West and the Good Doctor reports that I have completely mistimed my purchase of noise cancelling headphones as these are no longer required for journeys of over 600 yards.

By the time you receive this Meshing Point I shall be poised by the letterbox awaiting your Guildtown entry forms. (Please remember to do any membership renewing that is outstanding to save Gavin from chasing you across the field in July.)

Guildtown starts with your entries; it doesn't matter how much the Committee and others put in if you don't come. Beer cannot be ordered until we know you are coming!



This year we will have all the usual attractions, plus the Seven Workshop will be there to provide parts, alongside Tony Betts, the Jazz Band from 11am on the Sunday and the chance to wear your limited edition 2019 T-shirt. We are hoping to have the biggest possible collection of Gordon England Specials on the field, so be warned, if you have one now is the time to prepare for July! With your help the Rally will be big and beautiful, so when you come in from the garage get looking for the straw hats and polishing the correspondent shoes.

Immediately after Guildtown you have the chance to join the Summer Holiday for an extended break with some very Scottish scenery. Before Guildtown the Drive It Day run will be a good chance to meet in Central Scotland, the Easter Holiday in the West, Loch Lomond in west central and Brideswell Revisited in the north east. You get to go down the way later in the year for the Borders Raid, so that feels like a good selection of opportunities to join in for all members.

So, as we wave in some trepidation, I shall make sure our Secretary knows who holds a key for the house and do all I can to make sure that your entries are processed, and we make Guildtown great! (Sorry Donald, but I think we really can do that, and we don't need walls.)

See you all in the sunshine,

*Clarelady*

# Membership Matters

As I write this article, I am able to say the Club has not had any new members join in the past two months.

However, the last few weeks have been a busy time as I have been receiving in from our members their renewals for 2019/20. Thank you to all who have confirmed a renewal for this next subscription year. Confirmation of your renewal, even if it is automatically done by standing order, does tell me your addresses, email and contacts are still correct and allows us to keep Club records up to date.

As a reminder for those who still need to undertake this task or decision, your renewal is due on the 1st April. I do not wish to repeat the article in the February 2019 Meshing Point, so please refer back to this if you need more information regarding your renewal.

In your Feb MP were the inserted renewal form and a SO mandate, should you require this mandate to set up a new SO. You will also find the renewal form on the Club Website (*address inside the cover to the MP magazine*) where it can be downloaded. Please remember, I would appreciate a renewal return by 30<sup>th</sup> April, should you not wish to have your subscription and membership cancelled.

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*

## SA7C Club Stand at Rallies

### **Glamis Vintage Vehicle Extravaganza – 13-14 July and FAVVO Rally - Ladybank, Fife – 24-25 August**

For both events: Camping available Friday – Monday; £5 charge per vehicle required by the event organisers (admits 2 adults & 2 children), scenic road run on the Saturday.

Please let me know if you are interested in attending either of these events with the Scottish Austin Seven Club.

Closing date for entries for Glamis is mid-May, Ladybank is July.

Please let me know ASAP as allocation will be on a first come first served basis.

[John@scottishaustinsevenclub.co.uk](mailto:John@scottishaustinsevenclub.co.uk) - Tel – 07925246671



# FBHVC PRESS RELEASE

5 March 2019

For immediate release

## BREXIT CHECKLIST

The Federation recognises that you might be considering taking your historic vehicle across the Channel, or into the Republic of Ireland, this year.

You might be concerned about what will be different if the UK should leave the EU on 29 March 2019 without any deal having been achieved.

In anything concerning this subject, in the first instance you should consult Government websites. As departments develop their plans, information is posted online on a regular basis.

The following are areas which the Federation considers you should think about if you are intending to travel, either as a driver or passenger.

1. You should consider your insurance, both vehicle and personal.
  - I. The Insurance Directive will cease to be effective and there could be changes to how claims would be dealt with. Ask your motor insurer.
  - II. You may require a Green Card to visit EU countries, and not all EU countries accept the same Green Card. Your motor insurer should know the various rules
  - III. Your European Health Insurance Card will no longer be of any effect. Thus you should consider establishing that your insurance cover includes full health insurance, including, if required, cover against the occurrence of existing medical conditions.
2. You may need any driver to acquire an International Driving Permit
3. You will require to show a separate GB plate even if your vehicle is identified as being registered in the UK by the EU 'GB' number plate.
4. The Roadworthiness Testing Directive will no longer apply. You may wish to submit your vehicle to an MOT test, even if it is exempt, so that you will be in possession of evidence that the vehicle has passed a roadworthiness test if local law enforcement requests.
5. Not all local Low Emission Zones currently exempt historic vehicles. There may be some which exempt only historic vehicles from the EU. You will need to check locally.

This advice must not be regarded as complete or accurate; it is offered only as a useful checklist. If you have specific questions, we will try to help, but in the current uncertainty, we will not necessarily know the answer.

For media enquiries, please contact: Geoff Lancaster, 07860 562659,  
Email: [commsdirector@fbhvc.co.uk](mailto:commsdirector@fbhvc.co.uk)

### FBHVC Editor's notes

The Federation of British Historic Vehicle Clubs exists to maintain the freedom of its members to use historic vehicles on the UK's roads, hence its campaign message: 'Yesterday's Vehicles on Tomorrow's Roads'. The FBHVC has over 550 member clubs representing over 251,000 individual owners.

# 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

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

This is a National day to drive your classic, vintage or veteran vehicles, hopefully enjoy good weather and share the joy with the many members of the public we chat with and see along the way. See also the March e-Newsletter details.

This year we are meeting at Helix Park, by Falkirk around 12 noon. There is plenty of space to have yourselves a lovely picnic and there is a café available for buying lunches once you get there. <http://www.thehelix.co.uk/>

If you are travelling from **Fife / East Coast**, John has suggested meeting to drive together:

Please get in touch with me to discuss the best location for meeting up prior to a drive down to Helix Park to meet up with the other club members.

**John Davies** - Mob: 07925246671 [John@scottishaustinsevenclub.co.uk](mailto:John@scottishaustinsevenclub.co.uk))

If you are travelling from the west, Ruairidh has suggested an early meet-up to do the same:

Those in the **greater Glasgow** area are invited to meet up at **Dobbies Garden Centre** (next to the Tickled Trout), Boclair Road, Milngavie, Glasgow, G62 6EP at **10am** for coffee and then a scenic road route to Helix Park, leaving at 10:45am.

If you would like to meet up with us please let me know so that we know to wait for you before leaving.

**Ruairidh Dunford** (Mob: 07754171005 Email: [dunford1@aol.com](mailto:dunford1@aol.com))



Please do let John and Ruairidh know that you are coming, and for all others coming from different directions, we look forward to meeting you there.

# 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.



<b>COST</b>	Camping	£20 per camper for weekend
	BBQ	£8 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

## Borders Raid: 14th - 16th June

Contact Neil Williams on his club email address -

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

Thirlestane Castle Caravan Park <http://thirlestanecastlepark.co.uk/>

This year we are returning to Thirlestane Castle in Lauder on the A68, 25 miles South of Edinburgh. The site is managed by Scott and Lesley who are keen to welcome us back to Lauder and are looking forward to meeting us and our cars. I have block booked all their remaining touring plots with electric hook up but these are of a limited number and will only be reserved for us until 1st May 2019 (after this date the plots will be released back to the public). Camping and non-electric grass pitches will be available subject to availability. We would really like you to join us on the Borders Raid so check your calendars, book the site and please let us know you are coming. When booking with the site please say you are with the Scottish Austin Seven Club, and remember hook up pitches are limited so will be on a first phone basis.

Please contact Scott or Lesley on :- **01578-718884**





# \*\*\* Guildtown Club holiday \*\*\*

*We're all going on a Summer Holiday ...*



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



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

Due to the incredible popularity of this event the site booked at Killin is not big enough to cater for us so, rather than disappoint a lot of people, we have made the difficult decision to change the venue so that everyone who wants to be involved can be.

The holiday this year will be based at Guildtown – we have negotiated with the Community to lease the camping field and hall facilities for the entire week this year.

Guildtown provides us with a super base from which to take day visits up into the Cairngorms, the Angus Glens and beyond. The Angler's Inn has a few rooms available at the time of writing and other B&B accommodation is available nearby. Portaloos have been booked for the camper field from Monday until Sunday to save those in tents making a midnight dash across to the Hall facilities.

Guildtown Rally site will provide us with a perfect venue to socialise each evening – we have booked the Marquee for the entire week for this purpose.

No formal plans will be made for the holiday week but we will provide those staying with some suggested routes and destinations, normally groups do end up heading out together.

There will be a small charge made, per unit, to cover the extra rental costs and this will be collected at the start of the week from those choosing to stay on.

Please let John Davies know that you are planning on coming by contacting him on:

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



# Your Club Events this year

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)

## AGM Weekend: Blair Atholl in November

15th - 17th November 2019

**Atholl Arms Hotel, Blair Atholl**

Telephone: 01796 481205

[info@athollarmshotel.co.uk](mailto:info@athollarmshotel.co.uk)

**Blair Castle Caravan Park**

Telephone: 01796 481263

[bookings@blaircastlecaravanpark.co.uk](mailto:bookings@blaircastlecaravanpark.co.uk)

Book your hotel rooms or campsite pitch or pod in the Blair Castle caravan site. We look forward to seeing you there. It's a relaxing weekend of social gatherings, lovely scenery for walks, the opportunity for a trip to Bruar and then time in the bar and lounges for crafting, beer, tea and chat.



## *'Snippets' by Chris Chilcott*

*Snippets from R.T. Nicholson's The Austin Seven Book published circa 1934.*

I'm not sure how many SA7C members are familiar with or have a copy of this gem. The copy I have is a revision by J H Leather following the death of Nicholson and covers models up to the mid-thirties. It was intended as a companion to the manufacturers Instruction Book.

I have picked a few of his comments from various sections which I thought would be of interest to, if not to the amusement of, members some 90 years later. The author has a particularly charming turn of phrase and in reading his comments remember that in 1934 the roads were not in as good condition as now and certainly not as busy....

It commences in the Preface with "Please do not jump to the conclusion that the size of this book (some 150 pages!) indicates that the Austin 7 calls for a lot of work on it. Many of the jobs described will never have to be done by you; but I just want to put you wise in case they should have to be done. Then, maybe, you will thank me some fine day, or some dark night, for getting you home in comfort."

The next section 'A few Preliminaries' Nicholson praises the virtues of our beloved 7's with – "The Austin 7 is a real car: it is in no way a makeshift, like the motorcycle and sidecar, or the cyclecar. It is an embodiment of a high order of engineering, built not merely to sell, but to serve, not merely to go but to go on going". Members (especially Mrs Kendrick!) might question the following: "It is comfortable to sit in and runs so quietly that conversation between passengers is a pleasure – not an effort. In bad weather it keeps all of you dry and, in any weather, it keeps all of you clean."

Ruairidh might be the only member who agrees with "It is not built to carry unduly heavy weights. 40 stone all told". Personally, I can't envisage much performance from Felice's Chummy with 40 stone on-board, particularly uphill! The fairer sex will be also pleased to hear "it responds just as well to a woman's touch as to a man's."

Now for your part: – "The satisfactoriness of the A7 depends not only on its makers. There is one big factor for which they are not responsible – yourself. Your treatment of the car is, after all, the real determinant. The little car is great, but it is still up to you to do your part".

He continues in the section 'Your equipment': "You will find that the standard tool equipment is well adapted to any work ordinarily called for" he continues: "I assume throughout that you have a general idea of the construction and operation of a motor engine. If not, you should buy a book on the subject"

The section on 'Running Costs' is interesting – bear in mind this is circa 1934 - 47mpg is a modest estimate for the A7, assuming 1 shilling and 6p per gallon (about 7½p!!!) the cost per mile is a little over 1/3p per mile (under 1½p/mile) including lubricants, depreciation and insurance based on 10,000 miles per annum the overall cost is only £77 per annum.

The next section is titled learning to drive; in this Nicholson assumes you have never driven any car before. Some of the tips still are relevant today and the



procedure for starting the engine is interesting.

“See that supplies of water, petrol and oil are as they should be; Don't straighten the front wheels with the car at rest by means of the steering wheel; for that strains things badly.”

“To start the engine: Set the Gas lever about 1/8” above its stop (S), set the ignition lever about 1/8” below its stop (A). Give 6 lazy turns to the starting handle. Sit comfortably in the driving seat, shut the doors, insert ignition key and turn it to the right. The charging switch is turned to summer ½ charge or Winter Full C. This will cause the warning lamp to show a red light. Close the air shutter (Choke) by pulling the knob on the left hand side of the dash. Firmly pull the starter switch, releasing it directly the engine fires. Be sure to release the air shutter as soon as the engine fires regularly.”

He advocates starting off in 2<sup>nd</sup> gear (with the 4-speed box) and changing up to 3<sup>rd</sup> at 8-10mph and into top gear at 15mph. He says “In changing gears go quietly and deliberately to work, using no brute force. You can change gear in the A7 with one finger. Never ‘Jam’ em in. Only now do you advance the ignition fully.”

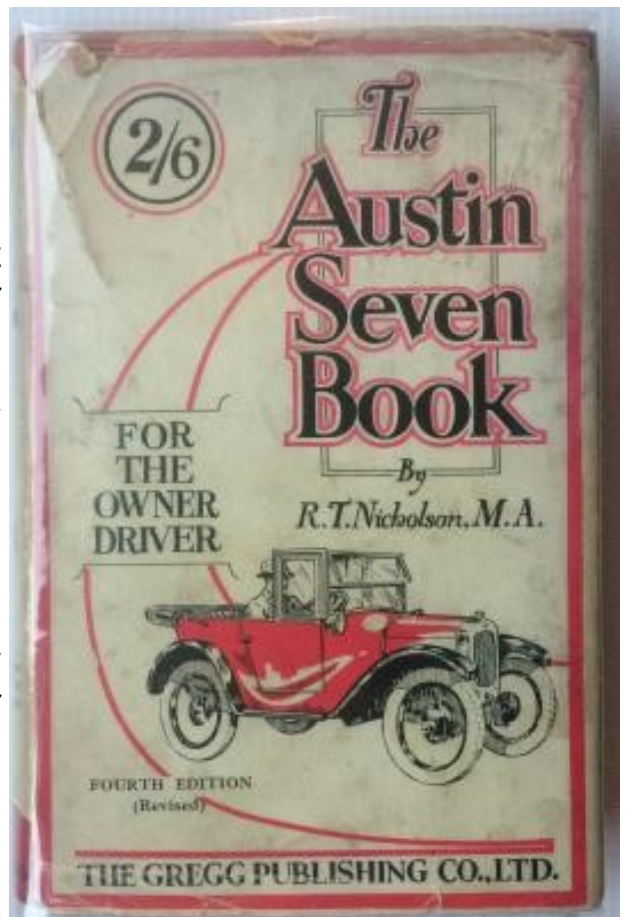
“When you are running, do not be afraid of speed up to 20mph: she will run with less control at 20 than at 10.” (To be fair this is aimed at learner drivers running on the level – I assume the reference to less control means the driver has to do less, not that they are verging on being out of control!

The paragraph ‘Management of the Gears’ states: “Engagement of any gear, in any circumstances ought to be made without the slightest clashing of teeth and can be. Grating ought to get on your nerves; anyway, it is mechanically bad. The secret lies in deliberate, light operation. Take time and be gentle; finger the gear lever; don't grapple with it.”

His explanation of and tips on how to double de-clutch is interesting: “In changing from a lower gear to a higher gear, be particularly deliberate. In changing from a higher gear to a lower, do not be quite so deliberate, and keep the accelerator well down – much further down, and for a longer time, than you will think necessary. Think. If you have been running on top gear your engine will be making 5.25 revolutions for every turn of the road wheels. If you now want to change down to 3<sup>rd</sup> gear the engine will have to make 9 revolutions to every turn of the road wheels; this means it (the engine) must run nearly twice as fast if the new gear engagement is to be smooth; and that means a lot of acceleration”. I think we could have the basis of an interesting ‘driving test’ at Guildtown next year! For owners of later synchromesh cars note: “Now that synchromesh gears are fitted double de-clutching is not really needed for third and top gears, but it is an accomplishment well worth acquiring”

In ‘Other Hints on Driving’

“Never race the engine especially when it is cold”



“You can always restart on a good downhill gradient without using the starter, by simple releasing the brakes with the ignition switched on and TOP gear engaged. He warns “Do not do this with any other gear engaged, or you impose a considerable strain on the transmission: moreover, do not do this on any gear when the engine is cold”

“Drive on the throttle – not the brakes, this means simply that you should govern your speed with your accelerator, using your brakes only for the final touch in slowing or stopping. If you keep alert and anticipate the need of speed changes you can adjust your throttle opening by means of the accelerator accordingly. This applies in meeting or passing traffic, cornering, stopping. If you keep your eye on the road you will have very little real use for your brakes” – Now I know where I have been going wrong! He warns against driving on the clutch “This is a bad habit which worries the clutch faces and shortens their lives,” he goes on, “There are two correct positions for the clutch – In and Out, it is a mistake to be continually fiddling with the clutch.” Well, I can agree on the clutch being either in or out!

The following explains the antics of modern 4x4 judging by their drivers near me! “Keep as much as possible to the crown of the road, especially in mud. So shall you avoid skids. Skids mostly come from sudden change of direction or rough braking at speed. Driving on the throttle is particularly necessary in grease.”

“If you carry a third occupant in the back compartment, you will find that the car runs best if he (or she) sits on the offside (behind the driver). Otherwise the weight of the passenger tends to drag the car down towards the left hand side of the road, and keeps a continuous pull on the steering.”

Further chapters in the book deal with various aspects of maintenance which could be undertaken by the owner/driver, including ‘Grooming and Tending’. I particularly liked this tip “It is advisable not to swing an engine fitted with coil ignition. By swinging I mean turning the engine continuously round and round. Be content with ‘pulling up’ only. Otherwise if a backfire occurs your wrist or forearm may suffer. True, the little engine is unlikely to hurt you badly if it does backfire. (In point of fact I have held the A7 engine against a backfire and without ill effects: I simply stopped the engine through the starting handle!).”

I think ‘don’t try this at home’ applies to the latter comment!

Members will also be pleased to hear in the section on ‘Accessories’ he only recommends an 8 day clock and an ‘extra air’ device on the carburettor, which he claims “as well as giving more miles per gallon, provides an additional brake, and saves the others, enabling you to run downhill while cooling and scavenging the engine.” He continues “As to improvements there is little room for them on the Austin 7, the makers having been very much alive to the need of embodying every desirable device. They got the little car so nearly right at the first, however, that it called for very little modification as it grew up. It is largely for this reason that the second hand Austin Sevens fetches such good prices; they don’t get out of date.”

I hope you have enjoyed this little piece and if anyone would like to read more let me know, and I’ll put it in the glove box at the next event we take the Chummy on. I would certainly recommend it to those who are new to Austin Seven owning and driving.

*Chris Chilcott*

# Around the Newsletters - Neil W.

Dear all,

*This month's Technical article relates to the luxury gizmo fitted to later models: 'the fuel gauge' and what to check should it stop working.*

*This article is thanks to Peter Lawson from the Essex Austin Seven Club taken from their Newsletter 'Chassis'.*

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

Fortuitously, we had a donor car with a faulty fuel gauge to work on, rather than having to be taught at the bench. 'Doc' Spearman had brought along a couple of spare floats and sender units so that we could have a look inside them, but then it was all hands to the pump as Loraine McVey's Pearl was brought into the workshop.

I did actually know beforehand that her gauge was faulty because Marion and I had attended the Suffolk Club Night in January and the subject had been discussed then. I secretly hoped Loraine would bring her car along after seeing the workshop day advertised in Chassis and very bravely she made her longest solo drive, an hour and ten minutes from north of Sudbury. With my two cars cleared from the garage we positioned her Pearl with plenty of room all round (we needed it – there were 18 of us), and then jacked it up onto axle stands. With the offside rear wheel removed for a better view we could then see the wire leading to the sender unit on top of the tank. We needed to undo this to determine which was at fault, the sender or the gauge. With a selection of tiny 1/4inch sockets and extensions I was just able, from beneath, to undo the nut and remove the wire. Roger now shorted this to earth, sending the fuel gauge needle to full and proving the fault lay in the sender. We weren't going to remove the tank, which for all we knew had never been out in over 80 years, so Loraine gave us permission to cut an access hole in the floor, an ideal solution if any further problems arose in the future. Seats out, fire extinguishers at the ready and with a tiny cutting disc fitted in the Dremel we soon had perfect access to the sender unit.

Now, we knew the wire to the gauge was good but to complete a circuit the sender unit needed to be earthed. This being bolted to the tank meant the tank needed to be earthed, so Roger climbed in with his multimeter and was able to determine that the earth was indeed broken down. If it had proven ok then it would have meant the float and sender unit was at fault and would need removing. To predict if Roger's diagnosis was correct, a length of wire was made up with terminals, one of the sender unit's mounting screws to the tank was undone and then the wire attached. The other end was then connected to a screw through the floor which would hold down a cover plate to be made when we finished. Now came the test to see if the diagnosis and the solution were successful. "Someone turn the ignition on" called out Roger, and a gleeful smile spread across his face, not to mention



# A little nugget from the Essex club

that of Loraine's, as the needle flickered into life. The wire from the gauge firmly reattached with its fiddly little nut, the cover plate screwed in place then the seats put back and it was time for coffee and cake. Marion had made some coffee and walnut cupcakes with walnuts from our own tree and these went down a treat.

## An access hole makes life easier



The Pearl was the ideal model for this job because with the roof folded down we could all peer over the top to watch the work in progress, so very grateful thanks to Loraine for letting us 'play' with her car and especially to Roger who is once more back in good health after a very serious health issue and subsequent operation.

A big thank you once again Peter from the Essex A7 Club.



*Neil Williams*

Chris Chilcott and Andrew Goodfellow hatching their next plan for engineering mischief - no doubt!

What people get up to in the bar at the AGM weekend!



# Archives



*Ruairidh has sent this in after a conversation with a neighbour in Boat of Garten. They were his father's cars and he would be interested in hearing any news of them currently.*

"The Austin cars certainly belonged to him (Don's father) the name Chummy certainly rings a bell. There are just family stories, like the registration plate was an extra, and when my dad heard this, he said he would supply his own. When he presented the plates to the dealer, he was offered the contract to supply, he declined (he was an artist and photographer). I am happy for you to use the pictures in the magazine and as I said I would appreciate any feedback on the cars you receive. I have attached a couple of pictures of the first car at Loch Awe and Glen Nevis and certainly a later one, the Ruby? The other picture, can you identify, I thought a Morris but can't be sure (it is a copy of a negative) I know one of his pals had a Morris, clear to see my knowledge of this period if very poor."





# Archives

With thanks to Ian Dunford - anyone we recognise ????

Daily Mail, Monday, July 24, 1972

## Back on the road... the baby show — that is strictly for the veterans



Picture: ANDREW KIGGINS.

The preview line-up of cars and enthusiasts.

By JOHN GRADON  
A BABY show with a big difference has attracted entries from all over Britain.

It's exceptional for several reasons — it's being held at a stately home in Scotland, and the babies, of

all shapes and sizes, will get there under their own steam. And the 37 contestants will have a combined age of at least 1,000 years.

The babies are the famous Austin Sevens, which were 'born' 50 years ago. As part of the jubilee celebrations, the new ly

formed Scottish Austin Seven Club is holding a rally in the grounds of Lord Doune's home in Perthshire next Sunday.

At a preview in Glasgow yesterday, club secretary Mr Bob Flockhart told of the craze for searching out and eventually owning a Seven. 'It's a bug,' he said.

'They have a character all their own.

'Nothing can beat the thrill of finding one and working on it until you can take it out and run it again.'

Sharing his enthusiasm were (pictured above) Jack Ferguson, Charles Carpenter, John O'Neil, Charles Carpenter Sen., Amick Flockhart, Gerald Flockhart,

Tony Armstrong, and young Jo Jo Armstrong.

The Carpenters, of Bearsden, Dunbartonshire, found a 1936 Ruby saloon in the Highlands last year.

They bought it for £12, towed it home, and spent another £60 on restoration. Now it's back on the road again.

AND STILL ON MOTORING...

[This could become a regular feature Mr Dunford, Ed.]



# Ruby Restoration

I retired June 2016, not long after, during October I went to an auto jumble at the Alford Motor Museum. There was an Austin Seven Ruby advertised for sale, photographs only. I loved the look of the car and contacted the owner, made the deal, and the car was mine! On viewing the car, I could see that the bodywork and interior was Ok. However there was some strange noises coming from the engine!



I purchased the car, at a price that left some room to work on the engine! Being a rank amateur, I needed some advice, guidance, help! A friend of mine, who is a vintage car enthusiast told me that Jimmy Cameron from Strichen used to own a Ruby. I contacted Jimmy, who I did not know, who then informed me of a man that lived in Carnoustie, Alistair Sutherland, and that he would be the man to contact. I then phoned Ally, and organised to meet up with him at the Brideswell Revisited weekend. The rest, as they say is history.



After hearing all the options from Ally, I decided to fully overhaul the engine! I also changed out the steering column, which had way too much play on it. My plan was to have a reliable car to run and enjoy.... (why an Austin Seven?)

Work started November 2017. I booked into a B&B and turned up in said Carnoustie garage at approx., 0800hrs ready for work. A phoenix' crank, new pistons, con rods, bearings, new block, crankcase, was all completed. The clutch was adjusted, new radiator fitted, and the wheels were powder coated. Ally's wife Ena looked after me, Tea, Lunch,



Supper, then back to the B&B approx. 2000hrs. It took five days altogether, time to go home, job done. A big learning curve, most enjoyable (still learning!) I was then introduced to the Scottish Austin Seven Club, by Ally. On receiving a Meshing Point magazine, I see an absolute stunning car for sale! An



Austin Arrow Sports Foursome. I contacted Michael Pell that night, asking for more details, and organised to view the Arrow! and three days later, OJ3844 had a very happy new owner! More to follow!

*Allan Morrice*





# Biggie

## Why Biggie was a “No-show” at Guildtown 2018 (or Mind your Tyre Size)

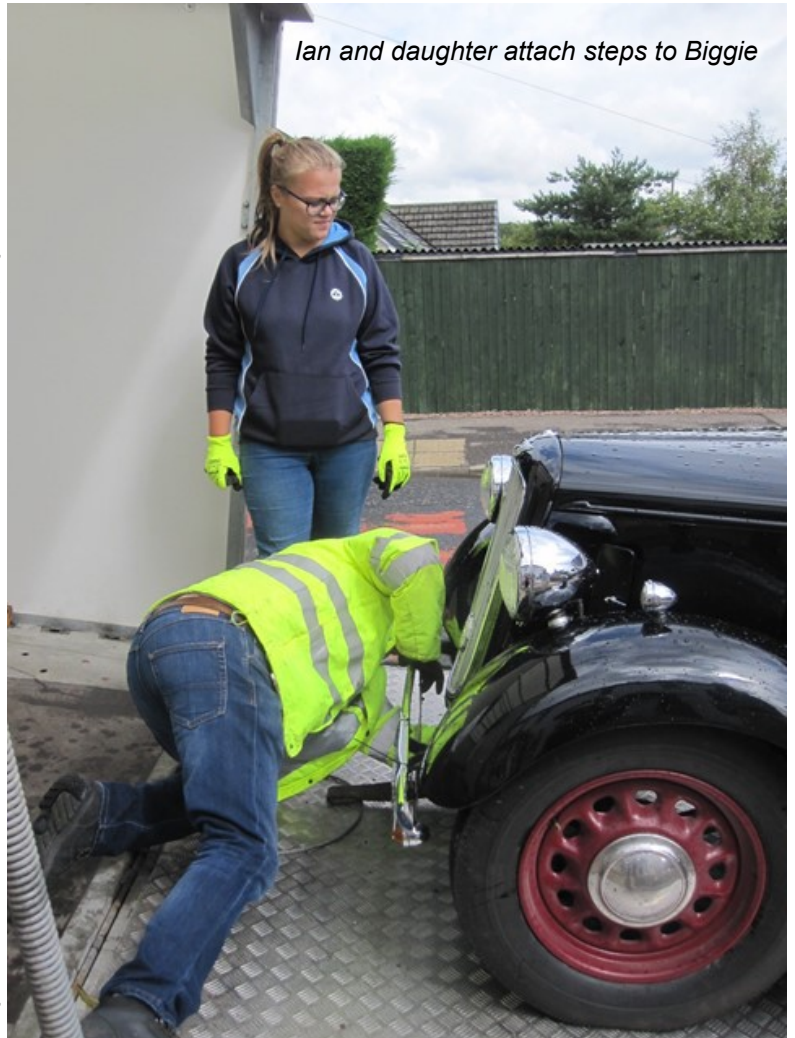
In choosing which car to come in, when attending Club events, the deciding factor between the Swallow and the Big Seven is the question of whether an overnight stay is involved. This is also often related to the length of the journey. Let me explain.

We do not possess a trailer, and that's the way we prefer it. We like to get our car to the venue by driving it there, but Irene finds the ride in the Swallow to be not of the smoothest. Added to that, there is such limited space in its 1930 bodywork that we can't find room for a couple of modestly-sized overnight bags... and our top speed is 42mph. Now you can understand why – when the destination is far-flung or when an overnight stay is required – we come along in our Big Seven. We can get two little cases inside “Biggie”, have a more comfortable ride and get there faster – unless we suffer some problem: a situation which, sadly, has on occasion occurred during our seven years of ownership. A broken valve-stem in the engine (though we did get the twenty miles back to home on three cylinders); a rear axle which failed as a result of undetected cracks in the casing; the engine cooling fan flying apart (again as a result of an undetected crack); a gearbox which jumped out of gear so as to make a hill-start impossible (as I only have two hands!), and one which jammed in bottom gear and refused roadside attempts to unlock it – all things which were unforeseen and, I contend, unforeseeable. (Admittedly, though, the car now has had more crack-detection done on it than most, as a preventative measure against future failures.)

But about a year ago I decided to treat her to a new set of tyres – the existing ones being ten years old (even though they were well within the official limits for depth of tread). The FBHVC (Federation of British Historic Vehicle Clubs) – whose information I am willing to accept as authoritative – stated, a few years ago, that there was no definitive information on age as a determining factor in a decision to “pension off” tyres, but I decided that a new set would be good insurance (and could well see me out!). The tyres stipulated by the Austin owner's “Handbook” are Dunlop Extra Low Pressure, size 4.75-16. Biggie's previous owner had shod her with 500/525x16 tyres – my guess being that these would have been cheaper (a van size, perhaps). Nevertheless I found that that size looked to me very well on the car, so when I asked Milford Vintage Engineering (MVE) to get me a quote, that was the size I stipulated. Longstone Tyres stated their expectation for the tyres to be 450/475x16 for this car: thus matching the Austin stipulation (and being obtainable in Firestone). The size as on the car (500/525x16) were however also

available (in Avons), and these are the ones I chose. (Naturally, I had new rim-tapes and new tubes at the same time.)

But now we come to the title of this article – and the reason why Biggie was a “no-show” on the field at Guildtown in July, 2018, despite being listed among the cars entered. To take up the thread with the replacement of the tyres, I drove her home from Kirkmichael to Edinburgh (sixty five miles) on June 14th, and we took her on the Borders’ Raid event on June 22nd - 24th (say another hundred miles). Then on July 27th (Friday) we set off for the weekend at Guildtown: another fifty miles before we reached the Angler’s, and our bed for the weekend. We parked Biggie on the rally field, overnight. We enjoyed – as always – the run on the Saturday morning, though I was surprised to see the rate at which the fuel gauge showed the level in the petrol tank to be dropping, in relation to the miles we had travelled. Towards the end of the run I stopped to refill the tank, and in the process noticed a pool of petrol appearing round the nearside rear wheel – the side where the petrol-filler is. The filling-station attendant came out and told me that she had shut off the pump I was using, and scattered sand to absorb the petrol on the forecourt. (Fortunately I had taken enough – before she cut cut off the supply – to have three-quarters of a tank full of petrol!) We completed the run and returned to the Anglers, where I made a phone call to Ian Milford who soon arrived with his breakdown van and took Biggie back to the MVE workshop in Kirkmichael. We enjoyed the rest of the day on the camping field and the ceilidh in the evening, followed by a good night’s sleep. Next day there was an empty space on the rally field where Biggie should have been... and I had then to apologise to Gavin for my failure to check that the news of our “failure to proceed” (as Rolls-Royce call it) hadn’t reached him.



*Ian and daughter attach steps to Biggie*

Various people volunteered their guess as to the cause of our problem: a hole in the pipe from the petrol filler to the tank. This was my guess also – it hadn’t taken much imagination to reach that conclusion. (Though someone on the rally field did tell me of a case he’d known, where the petrol leaked from the flange of the petrol tank “sender”.) But the puzzle was: why should such a hole appear? Ian Milford had

the answer for me soon enough: having put the car on the lift they had found that the filler tube (of rubber) had been worn through by rubbing against the adjacent tyre. The train of events becomes clear from an exchange of e-mails: first mine to MVE:

"The invoice says 'Hose chafed through by new tyres when car fully laden.' Well, the new tyres were matched size-wise to the ones which were discarded – so tyre size shouldn't be a factor – and there had been no disturbance to the position of the petrol hose that I'm aware of – and no cause for one. But it is not a fact that the car had been 'fully laden' on its two outings since the new tyres were fitted. There had been no occupants in the rear seats, and the only loading to the rear of the front seats had been Irene's and my little suitcases, stowed behind the front seats, in the leg-room space for the rear passengers – where we invariably put them. These cases never weigh-in at more than 10kg each. And the mileage undertaken since the fitting of the new tyres amounted only to the SA7C outing to Lauder in June and the arrival at (but not departure from!)

the Guildtown Rally (rescue courtesy of Ian): a total of less than 300 miles. To me it doesn't add up – and could well recur?"

And then Ian Milford's reply:

"I appreciate your thoughts/concerns regarding the wear on Biggie's fuel hose. Although the tyres are the same size, they are, unfortunately, a different rolling diameter. When I mentioned 'fully laden', it was because when the car was in the workshop initially following tyre change, the hose was clear of the tyre. At this point the car had no occupants or luggage, etc. Unfortunately due to the (albeit) light weight of you, Irene and luggage, it was just enough to mean that the hose was then in contact with the fractionally taller tyre. I have shortened the hose and repositioned it. I then loaded four great big chaps into the car and checked that it was still clear to prevent reoccurrence, which it was. I hope this will alleviate any worries."

So: there's the whole story – except for the "Stupid boy!" tone of voice of someone who forecast the cause of the petrol leak! His guess was correct – but it wasn't the only possibility: and I prefer not to jump to conclusions.

And the moral? That the nominal size of a tyre isn't by itself the whole story. Next time, I shall probably go for the Austin-nominated size of tyre, when making replacements.



*Peter Kendrick*



# Austin 7 Clubs Assoc. (A7CA)

## Campbell Enamel Sign Offer

British racing driver and land speed record holder Malcolm Campbell had a long association with the Austin 7, which included breaking the world speed record for class 'H' cars at Daytona Beach in 1931.

The Austin Seven Clubs' Association are now offering you the opportunity to own a limited-edition period enamel sign, printed on sturdy 1.5mm mild steel, 19 x 29 inches in size, featuring the man himself. The signs have been commissioned from the country's leading vitreous enameller who have been making enamel signs since the 1890s.

The original has recently been purchased for the Archive collection and further examples from other acquisitions are planned for the future.

Only 25 of these will be made, so you will need to act now to reserve your order. Strictly first come first served.

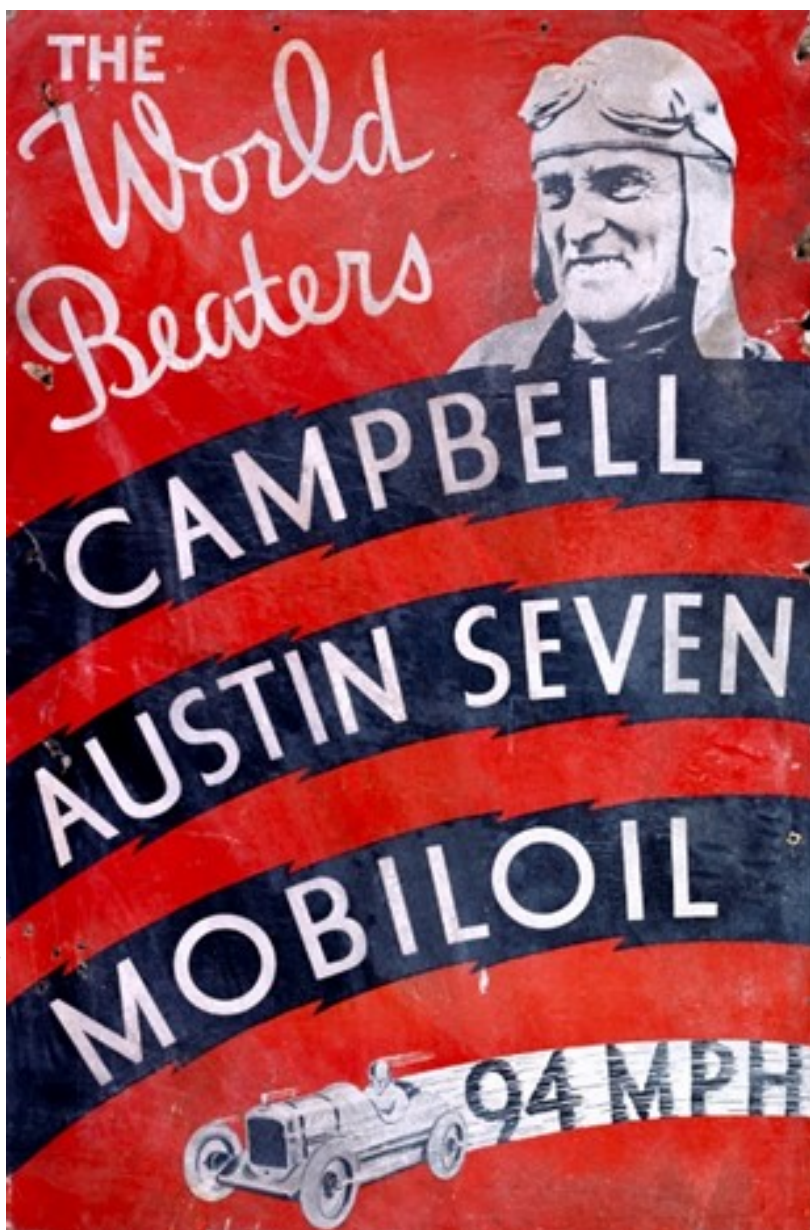
Reservation orders will be available at the very competitive price of £195 (P&P inclusive). To place your order please contact Chris Garner on the contact details below. Orders will be accepted from Monday 1st April 2019 and close on Friday 31<sup>st</sup> May 2019 (or once 25 orders have been received, whichever is the sooner)

A non-refundable deposit of £50 will be required at the time of ordering and you will receive your enamel sign approximately 6 to 8 weeks after the closing date.

Watch out for other limited-edition offers in the future courtesy of the Austin Seven Clubs' Association.

Contact: Chris Garner, 1, Westminster Close, Melton Mowbray, Leics, LE13 0PF  
Tel: 01664 852172

e-mail: [chairman@a7ca.org](mailto:chairman@a7ca.org)



# Wragg No1: original magneto engine

By the 1980's the engine in the Wragg was well past its best. The flywheel and crankshaft taper were both damaged after the flywheel had come loose again the last time it was used. The cylinder head was in poor condition and had a small crack at the head stud between number 2 and 3 cylinder. The block had been removed and utilised for another engine built to fit into fathers Type 65 and the modern water pump originally grafted onto the magneto crankcase, which had always looked slightly out of place, needed a new bracket and drive shaft. As the rest of the car was undergoing a nut and bolt rebuild it was decided to give the engine the same treatment but to incorporate appropriate "period" improvements and modifications where possible in keeping with the age of the car.

Although the original Ulster crankshaft with bolted on aluminium oil galleries certainly looks the part it is now over eighty years old and almost certain to contain a number of cracks waiting to fail catastrophically. I think it was Gordon England that first modified crankshafts by brazing on circular oil pipes to overcome the problem of poor oil supply to number 4 journal. The theory is that centrifugal forces aid the oil flow around the pipes instead of acting against it if the galleries are drilled through the crankshaft web. As new crankshafts are now readily available, and in the interests of reliability and peace of mind, a new Allen crankshaft has been fitted.



A camshaft from a three bearing sports engine had been fitted to the engine when the Wragg was first built and this has been retained. This camshaft has a plain centre bearing instead of the roller bearing normally fitted to magneto engines and would usually have had an oil supply delivered from the crankshaft centre main however in this application the lubrication of the plain bearing was totally reliant on oil splash thrown about from the crankshaft. This bearing now has a pressurised oil feed, taken from a fitting on the oil pressure gauge tapping, by the pipe running around the outside of the crankcase and in through the peg bolt which locates the two bearing segments.



The original sports "machined all over" conrods were in a similar condition as the Ulster crankshaft suffering from old age and abuse. The fully floating gudgeon pins were floating around a bit too much due to well-worn little ends. The white metal bearings are less practical than modern shell bearings and the numerous file marks added by engine builders over the years are possible stress raisers. I did consider bushing the little ends but when new rods are available why bother taking the risk of a rod failure. The original rods do have an advantage in that they have been machined to give sufficient clearance when a high lift sports camshaft is fitted. The engine was initially built with a set of Phoenix conrods however the exhaust cam lobes



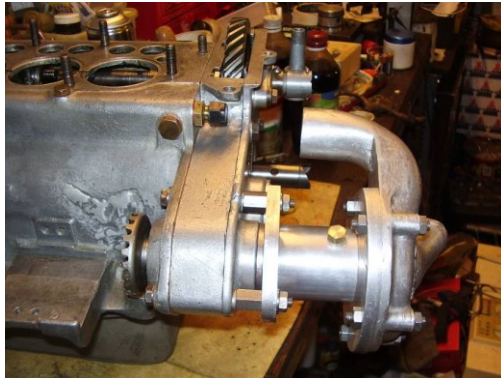




just kissed the conrods leaving a small witness mark when the engine was rotated. An older set of Phoenix rods, described as Renault 4 rods on the outside of the box, was tried but these still clashed with the cam lobes. To overcome this problem small relieving pockets have been ground in each conrod to provide the

clearance required.

For a long time I've had a set of new but old stock solid skirt pistons which always looked rather heavy and although they could have been fitted to



the Phoenix rods, brass end caps would have been required to be pressed into the ends of the fully floating gudgeon pins to allow them to run up against the cylinder wall without scoring it. As I've had some bad experiences with such plugs falling out I decided to machine the pistons to take retaining circlips and at the same time shorten the skirt and relieve them on the sides similar to the Coventry Pistons that you could buy 40 years ago from Jack French and described on the box as "Austin Brooklands"

Internally the only other changes have been the fitting of a Paul Bonewell high capacity oil pump, shortening the tappet guides and machining the replacement block to fit larger inlet valves.

At this stage it was decided to make the engine interchangeable with the Ulster supercharged engine and as the water pump needed considerable amounts of remedial work castings for an Ulster pump were bought from John Barlow. These were machine so that they could be fitted to the standard magneto engine timing cover and a new longer magneto drive shaft machined and ground to not only drive the magneto in the original location but also to drive the water pump impellor at the front of the engine.



The taper on the very light flywheel was badly damaged and a new flywheel has therefore been fitted. Although this has also been lightened this has been done by drilling it full of holes, 27 in the cover plate and a further 42 holes in the flywheel rim. It's not as drastic as the one originally fitted however it's not that much heavier and externally looks a lot neater and more robust. As there is no provision to fit a starter motor to the car, there's no room for it anywhere, the teeth were all removed from the flywheel and the outside diameter machined and ground to remove a little bit more.

The engine is now fitted with a period Whatmough aluminium cylinder head which has replaced the damaged Cambridge head. The combustion chamber above the valves required machining slightly as the combination of the high lift camshaft and larger inlet valves caused a slight clash when the valves were fully open. A single large bronze bodied SU carburettor has replaced the twin SU's originally fitted supplying the mixture through a combination of Ulster supercharger inlet and Dante downdraught manifolds, an arrangement which keeps the carburettor within the bonnet line, unlike the old twin SU set-up which used to stick out the side of the bonnet and rather spoil the lines of the car.

# The 52-year-old Apprentice

It all started three years ago at Guildtown; friends of ours, let's call them Mr and Mrs G, invited my wife and I up for the weekend, "Come up and use our chummy, it will be fun!!!!!!!!!!!!!!!"

Well, after a brief lesson on the infield which consisted of "You have double declutched before, haven't you?" "Erm nooooo???? What's that?" "Oh, and there are only three gears and it's an upside-down gearbox to a modern car, try not to play a tune on the gear box!" 10 minutes later I was pulling out into traffic as part of a convoy to see the weeping window poppies at the Black Watch Museum in Perth feeling decidedly nervous, my wife Sharon beside me looking equally terrified. To cut a long story short, it was fantastic, if a little scary, especially when we came to slowing on a downhill gradient while using the handbrake together with the footbrake to stop. I quickly came to the conclusion you need an extra pair of arms to drive a chummy, as applying handbrake, turning the steering wheel, changing gear and indicating just isn't possible. I decided it would be better to follow the BMW drivers' rule and use psychic indicators, much easier and fewer arms needed.

Over the following few years I got to drive the Chummy a few more times, usually in typical Scottish highland summer weather (100% humidity springs to mind). I became quite attached to the old chummy and eventually asked Andrew to look out for one.

At this point I feel I ought to point out I am not an engineer or a mechanic, I tinker at best. I have a couple of modern classics as you would class them, a Toyota Mk 1 MR2 and a Triumph Tr4 IRS, my father and I made a Robin Hood 2B kit car out of an old Ford Sierra. But if you need feeding or by chance a wedding cake then I am your man. Yes, I am a baker/cake decorator/ cook/ chef type person.

Fast forward to the beginning of September 2018 and I get a call from Andrew saying he has found one and I should get up there. Many photos started too-ing and fro-ing between the seller, Andrew and me (it was looking good). By the end of September, I had managed to get up to Dundee and off we went for a trip through to the West for a viewing.

When we got there, she was in the corner of the garage, a 1927 AD Tourer, all loosely built up and looking, what I, with my untrained eye would call good. Andrew gave it a good look over and gave me the "Yup, we can work with that". 'Nuff said, job done, deal reached, hands shaken, deposit changed hands.

I think I can safely say that it was at this point on the journey back to Dundee that I officially enrolled as an apprentice to Mr Goodfellow's Creative Metalwork. The conversation was electric with what we could do, what we had to do, who I needed to contact, who I could contact to supply this and that, what I needed to steer clear of, I couldn't write it down fast enough. At this point I feel I must make you aware that I have a genuine problem with remembering names, so I can tell you what I need I just can't tell you who I was supposed to get it off.

*[If you haven't been reading this in a Yorkshire accent so far, please continue with the appropriate accent .... Ed.]*



A little over a month later we are back through to the west, loading the Chummy and also rooting around the storage areas of the garage for bits that could be of use that the seller kindly threw in with the deal. Then it was back to Dundee to take stock of what we had and what we needed.

The list of what we needed was slightly bigger than the list of what we had!!!

On the plus side, we had a brand-new John Heath body still in primer, a decent chassis and engine. To say I was stood at the Everest base camp of the learning curve was a bit of an understatement. So, I was sent back to Yorkshire with many boxes of bits and instructions to clean them and paint them.

My first purchase was a bench top blaster cabinet and compressor. How have I lived this long and not had one of these???? They are fantastic. There followed many hours of blasting, dust everywhere, while working in my little two-car garage in Yorkshire – a bit cramped.

We had decided to store the car up at Andrew's and do the bulk of the work there. *[To be fair, it didn't look like a car at this point ...Ed.]* He has all the tools, and I have very little. First on the agenda, lift the body and strip the chassis, renew all the bushes, replace rear centre bolts and friction discs, springs and links. Strip the rear drums and ... oops, these aren't right for the car!!! At this point we had already made the decision to put the car back to as it was in 1927 with possibly a few (ahem) "improved alterations". Moving to the front of the car, "err, this isn't the right front end at all says Andrew, this is from a Ruby, it all has to go".



It's at this point I started to discover the merits of Ebay and Andrew's many contacts. A few phone calls and bids later and I was the proud owner of a complete front suspension, hubs, drums all round and radius arms, because they were wrong as well! Thanks to Ian Rendell for supplying these bits.

Brake cross shaft, "No that's very wrong, take it off", 'Ok' came the reply. That bit wasn't so hard to find, a quick rummage through Andrew's secret stash and hey presto, sorted. Meanwhile I am learning about welding, hot rivets, Whitworth and BSF and how metric is 'the devil's measurement'. Funny, I thought it was French? But given the current political situation I can see how it could be confused by some.

Meanwhile we are still driving up and down from Skipton to Dundee, arriving at Andrew and Judy's, with Judy welcoming us with "not those Watsons back up again!" Messages to and from Andrew every evening (Thank God for WhatsApp!) have you seen this and that on Ebay, shall we do this, shall we do that? Oh, we are definitely doing that. What do you think of candy apple red with a gold fleck Andrew?

NO!!! Spoilsport! Dram? Yes, stupid question.

# The 52-yr-old Apprentice (cont.)

Next hurdle – mount the body. Easy I thought, place body on chassis, stand back and admire 10 minutes of work, I've seen the video of Ruairidh mounting a body on his drive with a few friends, what could go wrong? To be honest it did progress well, dummy engine in to give the right clearance and yes it did line up reasonably well with the existing mounting plates. Then put the rear wings on, "Hold on," says Andrew "that's not right and its back end looks wrong". There followed nearly two days of panel beating, cutting, aluminium welding and sanding of which I am proud to say I was an apprentice to a man that took a body that is considered good workmanship and made it better.

It's now the middle of February and I am preparing to travel back to Dundee. The plan is to fit the front wings, radiator and cowl, running boards and windscreen. If we have time, mount the front seats and come up with a way of having the driver's seat further back than it will go as I am not a short person, although that may interfere with the front of the driver's side rear inner wheel arch a little.



In amongst all this, the engine has been completely striped, the block has been reground and faced, lots of new bits are being added, when you start talking about engines and sonic baths that's when you know it's getting 'the works' done.

Willie McKenzie is supplying a coil conversion as I have found that BLICs are like rocking horse poop to get hold of and I am told a conversion is more reliable anyway. I also heard there are two schools of thought on that one.

My current bedtime reading is a certain Austin Seven Manual by Doug Woodrow, leant to me by Andrew. What can I say, I'm from Yorkshire and as tight as you lot!

More to come soon

Many bottles of whisky were and will be harmed in the renovation of this vehicle.

*Paul Watson*



# Replica Ulster Engine

This replica Ulster engine has been built up from predominately new parts and only the oil strainer, sump, camshaft, camshaft rear bearing, timing gears, flywheel, some parts of the valve train and the side water offtake are original or modified period Austin seven components.

The main engine castings comprising the crankcase, block, cylinder head, supercharger, inlet manifolds, and timing gear casings were, I believe, all produced sometime in the 1970's the exception being the water pump castings which I think may have been supplied later by John Barlow. The castings were bought in 2005, some only part machined but the majority still in an as cast condition. Included in the deal were an unused early Phoenix crankshaft and rods, a set of new JD pistons, various bearings and other small components.

During the build process a number of major difficulties due to poor or inaccurate previous machining had to be overcome. Some oil galleries were only part through drilled from either end and others not drilled at all, bearing bores were out of alignment, the bellhousing had been machined too small and off centre so that a gearbox would not fit, and once a gearbox was fitted the bellhousing studs were found to be on the wrong pitch and PCD so they didn't mate with the holes in the gearbox. On some of the castings not enough shrinkage allowance had been added onto the patterns resulting in castings being too small to machine external dimensions, on others the wall thickness was too great causing a clash with rotating components such as the camshaft lobes, crankshaft and conrods. And the problems were not restricted to just the engine; the replica N° 5 Cozette supercharger is a size bigger than normally fitted to Ulsters and internally is totally different to the original design. As built the supercharger drum was only supported on needle roller bearings at both ends which provided no lateral restraint. This allowed the internal components, rotating at engine speed, to float up against the stationary end plates. The end plates had to be re-machined to enable A/C bearings to be fitted. A 'one-liner' list of problems encountered fills a sheet of A4 paper and on more than one occasion I gave up the struggle.

After 9 years the engine is now almost fully assembled apart from a flywheel. During that time many other new parts became available which I couldn't resist fitting. The Phoenix crank and rods have been replaced with a Hadley counter balanced crankshaft and Allen off-set conrods, supplied by Tony Betts. An original vane type oil pump could not be fitted because of faults in the crankcase casting and subsequent inaccurate machining. The remedy was to manufacture a new, replacement, gear type oil pump based on the pumps designed and manufactured by Paul Bonewell and utilizing modified MGB internal components.

The Australian pistons which had come with the engine have been changed for a set of slipper pistons originally supplied by the late Dave Flake, however, these are now available from Tony Betts.

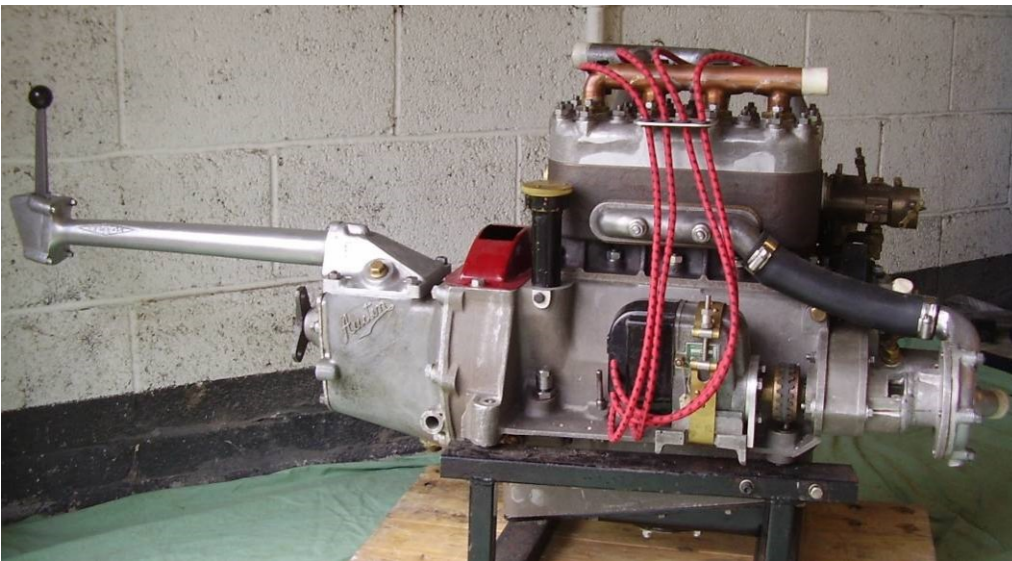
The carburettor fitted is a 35mm COX ATMOS Type B as possibly used on the first supercharged Austin seven racing car in 1925. There is a mention of this in the book by Roland C Harrison 'Austin Racing History' and a rather grainy picture of the engine.

# Replica Ulster Engine (cont.)



This car was later sold to J Pares and modified before continuing to race as "Slippery Anne"

The engine has been mated to a 3 speed close ration gearbox modified using input gears supplied by Vince Leek and fitted with a copy of an Eltos gear change, castings for which were supplied by John Barlow. The engine has only just been completed and is virtually all brand new with zero miles on the clock.





### ***Replica Ulster crankcase (Notable design features different from standard)***

- *Crankcase casting extended below chassis*
- *No oil jet cleaning plugs, pressurised oil system.*
- *Location of oil pressure relief valve behind magneto*
- *Location of oil filler*
- *Design of timing gear case with rev counter, water pump and supercharger drives*
- *Location of dip stick*
- *Different sump pan with removable plate to access filter basket*
- *Engine oil replenishment connection from scuttle mounted oil tank*

### ***10 stud ulster block (Notable design features different from standard)***

- *Extra holding down studs, 10 instead of 8, and of bigger diameter*
- *Wider base flange with strengthening webs on off side*

### ***25 stud cylinder head***

- *Additional cylinder head studs, 25, standard engines only have 14*
- *4 branch water off take manifold*
- *Slightly wider extending over edge of block on near side.*

### ***Internally***

- *Hadley counterbalanced crankshaft*
- *Allen offset conrods*
- *Slipper pistons*
- *Gear type oil pump*
- *Jack French modified camshaft*
- *Standard valves and tappets*

### ***Externally***

- *Cozette No5 supercharger*
- *Inlet manifold with blow off valve*
- *Ulster front timing case with water pump and supercharger drive*
- *COX ATMOS 35mm carburettor*
- *Lucas Type SR4 magneto*

*Gerry Flockhart*

# Dolly Mixtures Engine

(1932 Austin Seven Special)

During 1971/72 I built an Austin Seven special based on a late ruby chassis with Girling brakes all round, the heavier, stronger radius arms with the additional bolt through the front axle, silentblock bush on the torque tube mounting and with the long taper halfshafts at the back axle. The internal components of the three bearing engine were standard but twin Amal carburettors from a Triumph motorcycle, a Cambridge aluminium cylinder head and a four branch exhaust manifold were fitted to make it go a bit faster. The body, in the style of a Cambridge Special, was made



from aluminium panels over a wooden frame ending in a large slab tank from an MG fitted with a big Monza flip up filler cap. The car performed reasonably well considering its simple build and was great fun to drive, but It had always been my intention to build and install a more highly modified engine incorporating a pressurised crank, high lift camshaft and bigger inlet valves but for various reason this never materialized.

As light relief from the frustrations and technical challenges of trying to assemble the adjacent Ulster engine I decided it was now time to assemble that proper engine that I never got around to building 40 odd years ago. The theory was that because I had a number of spare sporting engine bits collected over the years sitting on the shelves and if I kept the specification reasonably simple and straight forward it would be an easy, just bolt it together, assembly job.

Having squeezed a new Hadley counterbalanced crankshaft into the Ulster engine I had a spare Phoenix pressurised crankshaft and a set of Allen off-set conrods which I've installed into a 1932 crankcase No 155603 The now redundant oil jets have been removed and the crankcase oil gallery plugged as necessary. A spare Nippy camshaft has been incorporated but this required the plain bearing at the front to be bored out to suit the larger front journal diameter and the taper on the timing wheel enlarging to suit the Nippy camshaft. A similar difficulty exists at the centre main as the Nippy cam uses longer, larger diameter rollers which can't physically be fitted into the standard roller outer race. The crankcase casting didn't look to have enough





material to bore it out for the standard Nippy bearing outer race but until the engine runs I'm not sure if my solution to this problem will be a success or expensive failure. An uprated standard vane type oil pump has been built-in and the oil pressure relieve valve modified to suit. Tony Betts supplied the new pressure fed nosecone and to complete the bottom half of the engine the standard tin plate sump pan has been replaced with an original Nippy finned sump pan, complete with 9E part number, providing an increased sump capacity.

Apart from fitting new valves, valve springs and pistons the only other modification done to the block has been the shortening of the tappet block bearings necessitated because the smaller base circle of the Nippy cam lobes allows the tappet blocks to drop a bit lower and the adjusters clash with the tops of the guides.

When originally built the car had a very small radiator with the header tank not much higher than the engine and it tended to overheat and boil very regularly. I've since added a bigger radiator but to improve the cooling system if possible I've mated this up with a late style Cambridge cylinder head. I'm not sure if the fins are an aid to cooling, as on an air cooled engine, or to prevent the head from warping but suspect that they probably do a bit of both. What the head does have is a larger water capacity and a top water off take which extends the whole length of the head rather than the single top hose connection right at the front of the engine adjacent to number 1 cylinder on more standard engines. I don't think the side water casting really comes from a BMW (have a look underneath)!

A combined Cambridge inlet and exhaust manifold with twin 1 1/8 SU carburettors is currently fitted but I've still got the twin Amals which may go back on eventually just to be a little bit different.

When used in a road car requiring lights, starter motor, electric fuel pump and other electrical kit necessitating a battery the engine can be fitted with a standard dynamo and coil ignition distributor. With the vertical magneto drive mounted here the engine could easily be installed into the Wragg as a spare however due to the heavier driving loads the small distributor drive gears are being asked to transmit I doubt they'd last too long. I suppose a distributor, coil and small 6 volt battery would be more practical if a bit ordinary.

Originally this engine would have been fitted with a three speed gearbox with the starter motor mounted over the gearbox and meshing directly with the ring gear on the flywheel. Although a four speed gearbox will fit onto the crankcase the starter motor fouls the gear lever preventing you fitting the top. One solution is to use an earlier bacon slicer starter, the one fitted here is from a 1929 engine, which with a little bit of persuasion can be made to fit.



The empty four speed "twin top" crash gearbox casing fitted dates from a pre August 1933 box saloon.

Gerry Flockhart



### 1932 RP saloon model

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4 speed gearbox

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The car is a great Austin Seven example but time for us being limited we would like to find him a new home where he can be used and appreciated.

Please contact me for more information or to arrange a visit.

Neil Williams  
07538160792  
[Austin7neil@aol.com](mailto:Austin7neil@aol.com)





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# Trailer for sale .... or rent *[no, that was me!,,, Ed.]*

I thought that your members could be interested in a 1950s car trailer which my father built using what looks to be Austin 7 front axle and wheels. It would look well behind a period car.

There are 2 photographs attached which show the trailer built largely of timber and having been dry stored over the years is particularly sound. Other photographs can be forwarded if required.

I know that he possessed a pre-war Riley Merlin around that time so it would have been designed for that vehicle although it has seen occasional use by our family over the years such as collecting our recent Christmas tree. The tyres are matching Pirelli 400 - 18, the internal dimensions are 68" x 33". The modern basic ball hitch is not perhaps best suited and I seem to recall the original was a pin and eye type. The trailer is un-braked but is unlikely to be used heavily laden and is fitted with appropriate working tail lights.

The trailer is offered for sale to your members (exclusively at first) at £180 ono and can be viewed in Biggar.

Regards  
Alec Clarkson

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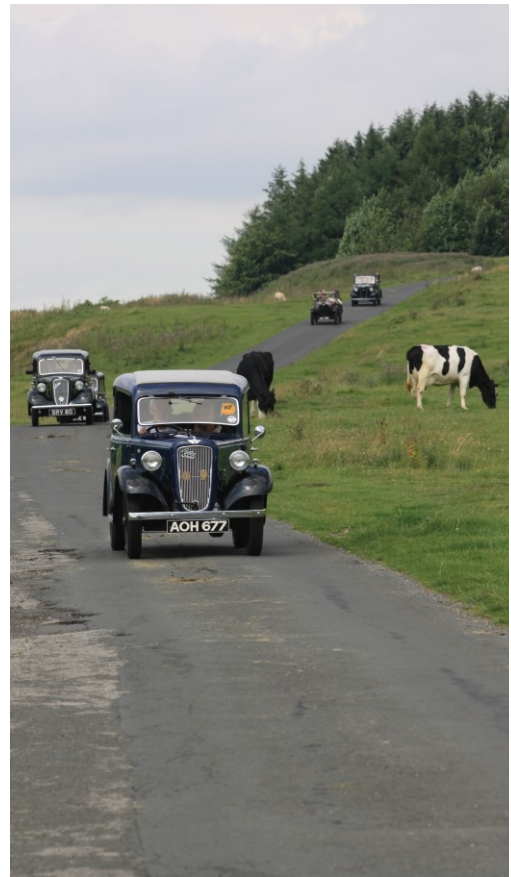


# Your committee is meeting ...

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.

This photo could be your committee all arriving on time for their committee meeting; however, this was taken during the club holiday to Settle in Yorkshire a few years ago.

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



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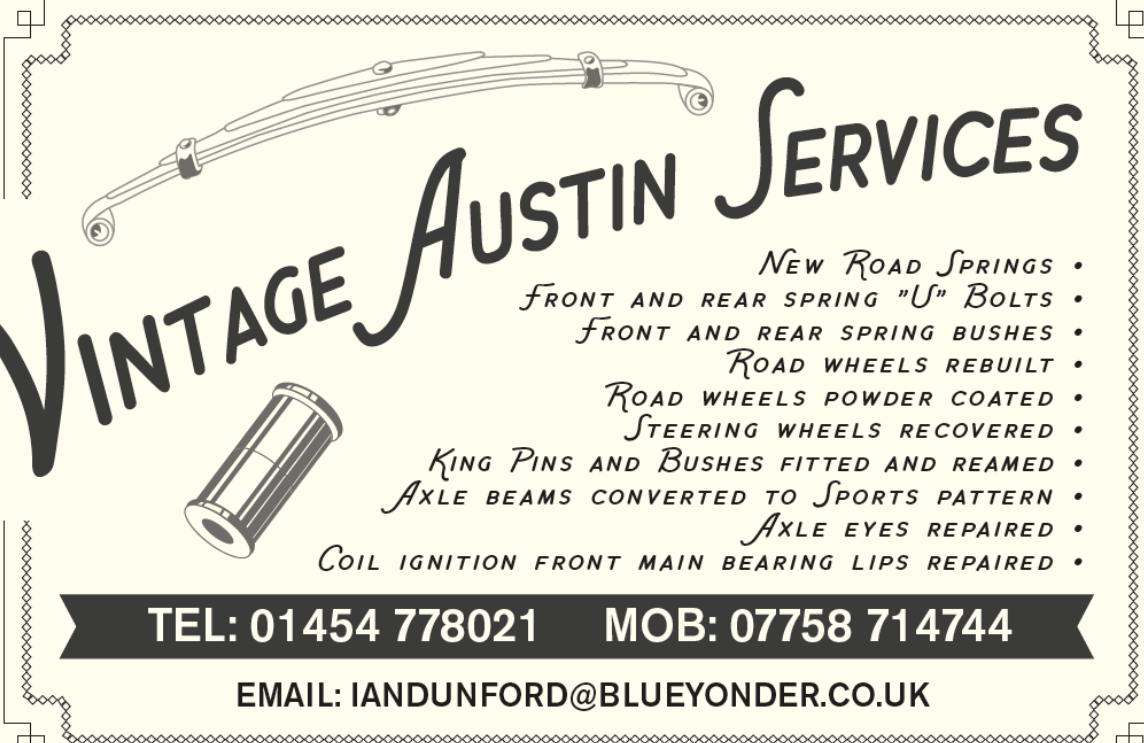
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# Events Diary 2019

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

**Drive It Day**  
**Lunch Meet-up The Helix Park, Falkirk**  
Organiser: Committee  
**Sunday 28th 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  
**26-29 July**

**Club Summer Holiday - Guildtown Rally Field**  
Organiser: John Davies  
**29 July - 4 August**

**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! Crafters - bring your projects, share ideas! Walkers - bring your boots and suggest a route or two.

Good fun, good roads and good company.