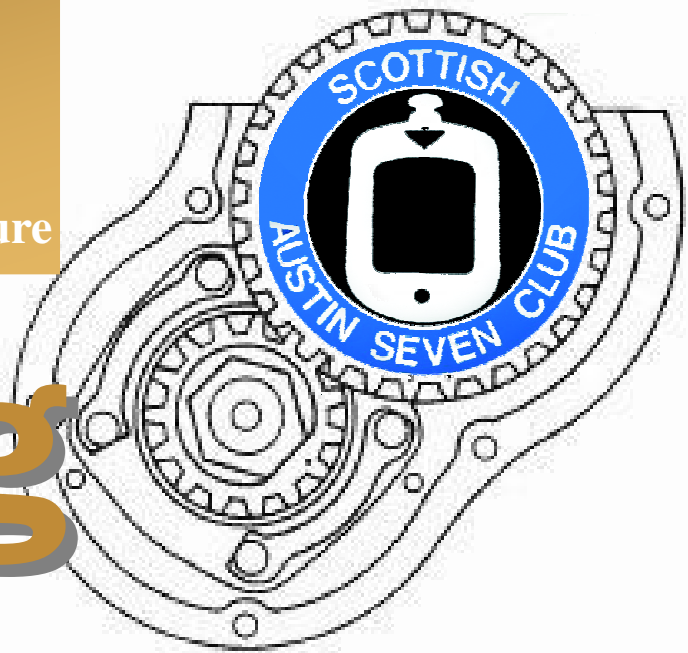


June 2019

Editor this month *Caroline Boswell*

Mighty Motoring in Miniature



Meshing Point

The Magazine of the Scottish Austin Seven Club



Monarch of the Glen

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



Meshing Point and E-Newsletter Plan 2019			
Month	Edition	Press date	Editor
Jan	No edition		
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 00-31-26 255 2211

Spares and Service



The Red Cross Directory is now online at www.oldcarservices.co.uk

Sca7C Website:

www.scottishaustinsevenclub.co.uk

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

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

In order to keep the Chassis register of surviving cars produced by the Austin Seven Clubs Association up to date, details of your car(s) will be forwarded to them from time to

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Cover Photo: 'Monarch of the Glen': Judy Goodfellow's car on the Loch Lomond outing.

Contributors to this edition: Caroline Boswell, Gavin Boswell, John Davies, Fiona Dobie, Ruairidh Dunford, Dan Gardener, Chris Garner, Neil Gibson, Allan Morrice, Paul Watson, Neil Williams, Clare Young, Steve Young
Thank you all very much.

Editorial

Dear Austineers

Herewith your June edition of *Meshing Point* which I hope you will enjoy. It contains the usual mix of club news (sadly including an obituary); reports of the Drive-It day to Falkirk and the Return to Loch Lomond outing; and the conclusion of the Dunfords' epic camping trip around France. Allan starts a new series about restoring our old friend 'OJ' and Neil has found some helpful advice from the Newsletter of the Cornwall Austin Seven Club. There are four cars and two trailers for sale and I include a tongue-in-cheek piece about what is expected of a good passenger when one's car breaks down. This is written out of personal experience!

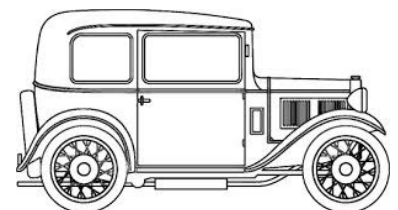
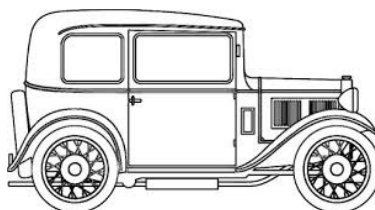
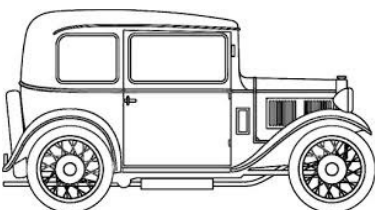
It is good to see that the Drive-it Day and, especially, the Return to Loch Lomond were so well attended and so much enjoyed. I hope to bring you the report of the Brideswell Revisited trip in the August edition. The Guildtown Rally is coming up soon so do get your entries in as soon as possible, look out your clothes for the Vintage Fashion Show and give the car a polish if you have time.

As you will read in Clarelady's Chat, she is standing down in November after a sterling performance as Chairperson for the past three (I think) years. Do consider who you would like to have as the next Chair—or even consider nominating yourself! Failing that, what about a volunteer to resurrect the former 'Tickled Trout' meetings?

Thank you to everyone who contributed articles and photos. Your help is much appreciated. Without you there would be no *Meshing Point* at all! My thanks also to Gavin, who stopped me putting a photo of an engine in upside-down, and to my daughter, Marion, home from university for a few days, who helped with the cover and running titles of the publication. A little more exotic than my usual rather pedestrian efforts!

See you at Guildtown!

Caroline Boswell



Clarelady's Chat

Summer seems to have arrived and so far it has been Sevens in the Sunshine for the weekend events.

Mavis has enjoyed her trips on Drive It Day and to Loch Lomond despite the Chairlady's carelessness with her own semaphore equipment.

I am now processing your applications for Guildtown and hope that we will be in a position to order the beer soon! The Rally is shaping up nicely and I am hoping the field will have an impressive display of interesting cars, very interesting people and, if we are lucky, some additional sartorial elegance.

I write this knowing that I will be stepping down as your Chairlady in November, having enjoyed the privilege for the allotted term of three years. I am hoping that someone out there is making ready to pick up the pen of office and I think that there is some encouragement to do so elsewhere in this magazine [see page 8 – Ed.]. Any Chairman/lady will be well supported, facilitated, encouraged, guided and cared for by the very able Committee.

The core values of the Club are genuine enthusiasm for the A7 and the people you meet through the A7: this is the most important consideration for any committee member. I have never joined any other club (of any sort, whether they wanted me or not) and the reason for breaking my duck with SA7C lies in the fantastic people who make up the Club. I know of no more helpful, active and enjoyable group than you. One of you is the next Chairperson.

Please remember to fill my hallway with your applications for Guildtown, and to start looking out your waterproofs, woollen pants, brogues and fantastic frocks in preparation. Personally I am off to vamp the vintage and tempt the Good Doctor into his summer splendour.



Tootle Pip!

Clarelady

Lest anyone should be in any doubt—this is not the Clarelady's car nor her children. However, it does show what a great club this is where old cars, and people of all ages can get out and enjoy themselves.—Ed

Membership Matters

We welcome Iain and Maureen Milne from Ardrishaig, Argyll, to the club: they own a 1932 RM Saloon and Colin McLachlan from Crail, Fife, who has a single-seater special (see photo).



Thank you to all our members for sending back your renewals for 2019/20. I am pleased to say we have had a good response. Sadly

we have seen 16 members leave the club. Seven of these folks told me they would not be renewing (for various reasons), and the remaining members have been removed as they have not taken the effort to inform the club whether they wish to renew or not.

The club membership stands at 169.

Gavin Boswell - Membership Secretary

Wanted

Glasgow monthly meeting co-ordinator

The Club is looking to resurrect the Glasgow monthly meetings but is looking to the membership for a volunteer to oversee them.

The role simply involves finding a suitable location or locations for the meeting and then turning up each month to welcome those attending. A meal beforehand, family friendly pub and good parking attracted significant numbers to the now defunct "Tickled Trout" meeting.

Interested? Please contact the Secretary

Obituary: Bob Wyatt



Bob Wyatt, President of the Austin Seven Clubs' Association and also the Vintage Austin Register, died on Wednesday 27th March at the age of 87.

A man who led life to the full, he joined REME after WWII and then took a life-time career with the Automobile Association (AA). Bob bought his first Austin, a 1922 Austin 12, in 1958 and which was instrumental in him forming the Vintage Austin Register.

One of his responsibilities at the AA entailed him ordering around 2,000 of the new minivans to replace the existing motorcycle combinations used by their patrol men, bringing him into contact with many of the personnel at Longbridge. This proved invaluable when Lord Stokes of British Leyland authorized the scrapping of all old Company records and historic vehicles. Over several trips Bob rescued much valuable archive material and several vehicles. This material assisted Bob in the writing of several books on Austins and the Austin Seven. Bob became an unofficial historian for the marque and this enthusiasm endured up to the end of his life. He supported the Association both by his presence at meetings and events, together with his many kind donations of rare material to our Archives and funding projects.

It is hard to overstate what Bob did for the Association and the Austin movement. His memory will live on in the minds and on the bookshelves of enthusiasts everywhere. Very sadly missed, we send our condolences to his family and friends.

Chris Garner
Chairman, A7CA

from A7CA Website (28 March 2019)

Bob's funeral took place on 15th April at All Saints' Church, Wokingham.

Situation vacant

Classified Ads



Enthusiastic, family-friendly
small club seeks a new



Chairperson

to manage its affairs and keep the membership
motivated.

Knowledge of pre-war automobiles would be
an advantage but is not essential.

This position is honorary but would be ideal
for the right person.

Applications to:

Mr R Dunford

Secretary

Scottish Austin Seven Club

64 Campsie Drive, Bearsden, G61 3HX

Tel: 0141 9428037

Email: secretary@scottishaustinsevenclub.co.uk

SWTVC

Dear Ruairidh,

Once upon a time many years ago the Vintage Sports Car Club had two regular Scottish monthly evening pub meetings, one in Glasgow and one in Edinburgh. While the Edinburgh meetings continue the Glasgow meetings all but fell by the wayside some time ago. A few VSCC members continued to meet in the Glasgow area on an intermittent basis and then these ad hoc meetings morphed into the Third Tuesday Meetings notice of which appears in every SWTVC Bulletin. About 8 to 10 regulars (now all SWTVC members) appear at these monthly meetings and at the December meeting there was a discussion about why so few people turn up when there are so many interesting vehicles and owners in the greater Glasgow area. One of the main reasons was considered to be that very few people know much about these meetings and it was decided that a determined effort be made to encourage not only SWTVC members but also members of other clubs and their friends to make the effort to come along, preferably in some interesting machinery.

The inaugural Third Tuesday Revival Meeting was at The Kirkhouse Inn, Strathblane on Tuesday 21 May 2019. It is hoped that as many people as possible will make the next meeting and that we see some interesting machinery in the car park for our summer meetings.

The dates are:
Tuesday 18 June
Tuesday 16 July
Tuesday 20 August.

For those who have not been to one of these meetings it is very informal and involves just turning up at The Kirkhouse at about 8pm, having a chat and a drink (mainly non-alcoholic nowadays). If you want to go earlier then you can go for a meal at The Kirkhouse (Book direct at Tel: 01360-771771). A 10% discount has been negotiated.

It really is a shame that, with so many interesting vehicles (and owners) in the greater Glasgow area, there is not some form of informal evening meeting, particularly in the summer months.

Dan Gardener
Scottish Western Thoroughbred Vehicle Club

Borders Raid: 10th—16th June

Contact Neil Williams on his club email address -

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 Annual Rally

26th–28th July 2019



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



Scottish Austin Seven Club's 48th National Rally

26th-28th July 2019 - Guildtown, Perthshire

Entry packs from - secretary@scottishaustinsevenclub.co.uk



SA7C 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 - Tel – 07925246671

Summer Holiday Guildtown 29th July – 4th August

We're all going on a Summer Holiday



EXPLORE HIGHLAND SCOTLAND With the SCOTTISH AUSTIN SEVEN CLUB!



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.

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

AGM Weekend

Blair Atholl

15th-17th November 2019



Atholl Arms Hotel, Blair Atholl

Telephone: 01796 481205

info@athollarmshotel.co.uk

Blair Castle Caravan Park

Telephone: 01796 481263

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.



Drive-It-Day: Sunday 28th April

The Carpenter, Gibson and Dunford cars amassed for their occupants to enjoy bacon rolls and coffee before heading off on towards Falkirk.

The small convoy took very quiet minor roads through Twechar and the Campsie glens following the Canal route east. Passing south of Falkirk and up into the surrounding hills they chanced upon the newly opened Canada Wood Café and took coffee in the sun, before arranging to join the Youngs at the Falkirk Wheel for a picnic lunch.

There was plenty for the children to see and do whilst the adults enjoyed the heat of the day, comparing notes on new cameras and generally relaxing. The Clarelady presented those present with the remains of her mobile phone after a BMW drove over it as she stepped out of the Ruby! Much horror and sympathy was shown in equal measures. Twinkle-toes Carpenter said his goodbyes and quick-stepped off to a dance date in Strathaven.



From the Wheel the cars took a short drive to the Helix Park and then on towards the Kelpies. This spectacular monument was admired whilst scoffing ice cream. After a short play on the swings the Youngs headed east, Dunfords to Willow's orchestral concert and the Gibsons back to the seaside in Saltcoats.

A most enjoyable day out was had by all. Why not come next year?

Ruairidh Dunford

Drive it Day 28th April 2019 and as the sun was shining Fergus and I decided to go for a little jaunt to the Sorn Tea Room for some lunch and a freshly baked scone.

We left Newton Mearns about 12.30pm and drove down to Sorn in 'Tilly'. We drove through Floak, Waterside, Moscow, Galston, Sornhill and finally arrived at Sorn.



If you are ever in the area it would be worth paying the Sorn Tea Room a visit.

Fiona Dobie



Newbies at Return to Loch Lomond



Our journey started on the Thursday when we set off from Cross Hills, North Yorkshire, and headed for Dundee to meet up with Andrew and Judy Goodfellow who kindly agreed to let us borrow their Chummy. Ours is not quite finished. When I say 'not quite' I mean it is still in several bits in several places spread across the country.

So Friday arrived, shopping was done, the pulled pork slow cooked over-night, prepped, boxed and in the fridge. Off we set in convoy, us towing the Chummy and Andrew towing the Ruby. Judy was at work and would join us later. Some of the more observant of you may remember that Mr Goodfellow's Ruby was wearing a new camouflage/protective layer. This was to protect the paint from over-exposure to the harsh rays of the Northern Lights.

On arrival at the site we were welcomed by Charlie Carpenter and wisely chose the side of the camp site that had electricity. The site electrician was busy trying to rewire one half of the hard standing after the winter.

Once the majority of people had arrived the gazebos were set up, wood burners installed and lights attached before darkness fell. It was time to settle in around said wood burners for a chat/catch up, a *small* amount of alcoholic imbibing, it's at this point we realised our two moon chairs were way too big for the purpose. "Excuse me", "Coming through", "Terribly sorry", "Shove up a bit", "Thanks". I vaguely remember Ruairidh made an announcement that first thing in the morning a group of volunteers was needed to 'swap out' Geoff Morrison's poorly engine on

his cabby. "It won't take too long and Ruairidh just happens to have a spare engine in the back of the Volvo". Generous or what?

Morning arrived, what is that noise? I peeked out the window and there in the middle of the hard standing was Geoff, Ruairidh, Fergus and a few others, disassembling the front of the Cabby to replace the engine. "This is my kind of club," I say to my wife, Sharon, "they are all completely mad!".



But within two hours that same Cabby was *not* on an organised run to Faslane via Balloch and Glen Fruin as that would be illegal, but it was going in the same direction at the same time as 18 other Austin Sevens. Hats off to you guys.

Turning left at Faslane (got to see a sub) we headed towards Helensburgh for a spot of lunch. We waved at the Faslane peace camp but nobody was at home. Parking a short distance from Helensburgh

and walking in got the appetite going for a bite to eat and a bit of retail therapy.

After the short walk back to the car we set off to find the Glen Douglas Defence Munitions depot on the Tulloch Road, out the back of Glenmallan, this is where the Royal Navy and RAF store their conventional weapons. We drove through the Glen on a piece of single track tarmac which I must admit took a lot of my concentration, (single track and ditches on either side), with NOT MY CAR racing through my head. I did steal a few glances at the opposite side of the glen wall and spotted a few of the 56 magazines built into the hillside.



We made our way to the village of Luss on the banks of Loch Lomond, this is where the two Johns, Davies and Kenny bade us farewell, but not before being invaded by the local Japanese tourists for photos. They then spotted the Goodfellows and headed for them but were waved off by Andrew saying “NO, DIRTY, DIRTY” in reference to his camouflage covering, barn-find style. It’s at this moment the Watsons entered the fray with a nice clean shiny Chummy with the roof down. I have never before had somebody try and open the car door to get in whilst the car is still moving. It certainly makes you hit the brakes... After a few photos and much bowing of heads and shaking of hands they were on their bus and away and we were free to wander around and make our way back to camp at our own pace. A fantastic first day’s run.



The next day was to start with a visit to Tom Abernethy’s at Gartmore. Tom has some beautiful Gordon England Cup models which looked stunning. We were able to look round the cars and around the workshop. I was hoping to see his neighbour Alex, from whom I had purchased my Chummy. Although he was not in, his son was and we had a good catch up. I believe we are to be treated to a fine display of Gordon England Cup models at the Guildtown Rally. I would like to have a go in one but two things prevent that, my height and width!

Leaving Tom we headed for Callander for a spot of lunch. We managed to line up at the far end of the car park, which made a pretty impressive sight. We all split up for lunch and a few of us found the Atrium café at the far end of the High Street. If you are ever in Callander give it a try.

After lunch it was off to tackle Dukes Pass. Drive along the A821 past Loch Achray, turn left onto the pass and start climbing. What a great road that was with some really nice views and twists and ups and downs. All went well and we soon arrived in Aberfoyle for a look around. Sharon managed to find a wool shop and make a few purchases.

We then all made our own way back to the camp site, it was still quite early so Andrew decided this would be a good time to remove the steering column from the Chummy and replace it with yet another one, gifted from Ruairidh, what a generous chap he is.... Erm, Ruairidh, do you happen to have a Gordon England Cup lying around you would like to donate?



Would the last person to leave please remove the engine!!

As usual that evening was spent in the gazebos keeping warm by the wood burners and sampling various whiskies - including a nice whisky brought by Steve and Clare. This went down very well, eventually there was only Steve, Clare, Andrew and me left. We did make quite a bit of noise talking and I feel we may have disturbed the Dunfords as they had retired a little earlier.

Next morning farewells were made and people started hitching up and departing. As Newbies to the club I can say both my wife and I were warmly welcomed and we look forward to our next meeting at Guildtown. Maybe by then we will have been able to put our Chummy together.

Paul Watson



The globes were Paul and Sharon's contribution to the atmosphere in the communal gazebo area which worked well. We had two log burners in operation and a charcoal fire pit where the children happily toasted giant marshmallows under the expert watch of Johny Johnson.

Neil Williams

Family Camping holiday touring France in an Austin Seven: Summer 2018

Part Four

Mountains, at last...

Friday dawned - we packed up, after a quick shower and clean of teeth we were off.

I had arranged to meet a long standing friend (Jean-Luc) at his home in Megeve that night. Jean Luc had been picked up, whilst hitch-hiking, by another friend (Tim Bartlett) in his racing chummy and the two had travelled around the UK for a few weeks in the car together before visiting my parents and staying there in 1986. We had been close friends ever since and after a four year gap I was looking forward to seeing him.

I had chosen to retard the ignition slightly, the electronic distributor is incredibly sensitive to timing but when correct runs smoothly, so smooth that I think I had too much advance - this was the final setting of the trip and proved excellent for the tour.

With little other choice we drove through the very centre of Macon without issue and the same with Bourg en Bresse. French towns are almost always circumnavigated by a large fast road and the centre, with it's many (many!) speed bumps, traffic lights and change of priority junctions can actually be quite quiet. Progress is slow but steady. At last we started to see signs of mountains, stopping for a picnic beneath the shade of a large tree we enjoyed the vista towards Annecy.



We wove our way through busy Annecy hugging the turquoise lake, keen to avoid the busy roads. Leaving this popular and pretty city I headed up into the mountains and over the Col du Aravis. This is a short, but steep, col and the car was soon in first gear. Climbing continued at a steady but slow pace as we wound the hairpin bends before eventually reaching the top and onto an Alpine meadow.



Travelling back down into the valley we once again found ourselves in first gear to prevent runaway. The houses changed into chalets and cyclists sped past at breakneck speeds. Cow bells filled the air and once again we were climbing - Flumet passed in a steep-sided water-filled valley and soon we were at Jean-Luc's. The car and we had come some 740 miles in three and a half long days - the longest sustained pull of the trip - and we all needed a rest. On his veranda overlooking the mountains Jean-Luc passed me a cold beer, I accepted!

From Megeve you have views towards Mont Blanc and the associated ranges, spectacular! (See overleaf.)



I was reminded of a story involving my friend Jess Ince whilst there. She broke down inside the Mont Blanc Tunnel and, as we were ahead of her, was left in a pull-in for rescue. We continued to the French entrance/exit and waited, for what seemed like an eternity, until all traffic stopped coming out. Some five minutes later Jess' grey Box Saloon appeared being

pushed by a Renault 5! The traffic behind gave the effect of a champagne cork being popped!



Never mind 'Journeys end in lovers' meeting'! Most journeys end in children eating!

After three days we said our goodbyes and drove a short distance back down the valley to a small hamlet near Faverge. We were to stay with friends we had met first when they stumbled upon the Scottish Austin Seven Rally four years ago in their camper van, mistakenly thinking it was a campsite! After a discussion we persuaded them to stay, travel with Tony Betts on the road run the next day and enjoy the Ceilidh - we have been firm friends ever since! They are hoping to come back to Guildtown with us this year!

Ruairidh Dunford

Restoring 'OJ'

1932 Austin Arrow Foursome

Restoration? Where do you start! I could see all the jobs that were needing done, but how far do you go with the work?

The paint was the first thing. The car had been well used and a respray was required. After a few enquiries to various spray shops. I set up a deal with Ally Sutherland, where I did all the work! Only joking, I was the (mature!) apprentice. Part of the deal included board and lodgings as I stayed in Ally's camper van while the work was taking place.

With me arriving on the Monday morning and going home on the Friday evening, it took us seven weeks work to complete the job, and seven bottles of malt whisky which was administered as a night cap - for medicinal purposes only!

After various discussions on the way forward, I decided to fully restore the car. The body was taken off the chassis, and stripped back to bare metal. The bodywork was in good condition, the ash wood frame work and aluminium were perfect. I was worried about what I was going to find but all was OK. The wings required a fair bit of work to perfect and removing the old cellulose paint was problematic, as it clogged up the sanding disks. In the end we had to revert to using nitromors and a scraper!



It was a problem removing the paint. Nitromors required!



Bodywork back to bare metal

What colour to paint the car was the next question. After a lot of thought, I chose British racing green with black wings, and the wheels were also powder coated black.

The chassis was cleaned and painted. The engine was also cleaned up, the dynamo and starter motor were refurbished by Graham McIntyre down in Fife. Prior to restoration work, the car hadn't been running great. It was like going off a

cylinder intermittently. I changed out the distributor, as the one that was in the car had a lot of play on the shaft but with no success. As it turned out the problem was due to a worn gear on the distributor end of the dynamo shaft, which Graham discovered whilst refurbishing the dynamo, and he replaced it with a new one. The worn gear had been affecting the timing! The car is back to running great again.

One of the big changes to "OJ" was the construction of a bulkhead compartment. I contacted Jim Blacklock, who is the Arrow registrar, and he provided me with a lot of useful information and photographs of various Arrow models. On viewing photos of the engine compartments, and bouncing ideas back and forth with Ally we arrived at the finished job, which I feel really compliments the car when I open the bonnet.

More to follow . . .

Allan Morrice



Various views of the bodywork



Bodywork resembles a skeleton



Body underside primed



Bodywork, wings and door primed



Bulkhead compartment being formed

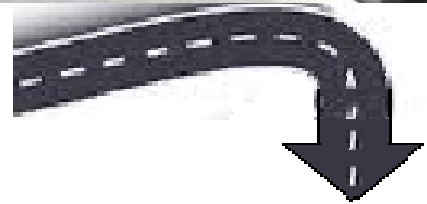


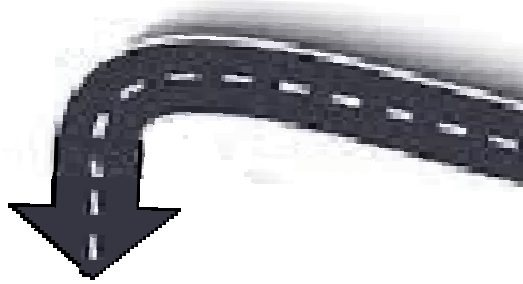
Another view of the bulkhead compartment being formed



Chassis etch primed

More pictures from Loch Lomond





View from the passenger seat: what to do in the event of a breakdown

- First of all, remain calm. Getting flustered or cross is Not Helpful to the Driver.
- Do not lament, “If only we had done this” or, worse, “You should have done that.” This is annoying.
- Unless you are specially trained to do so, do not offer to help The Driver. You will only offer him tools he doesn’t need and advice he doesn’t want.
- If it is safe to do so and the weather is pleasant, by all means feel free to leave the car and sit on the verge or under a nearby tree. Just be aware that, as you read your book or concentrate on the crossword, The Driver may persuade the car to start and may accidentally leave you behind.
- Do not get out the picnic sandwiches and the thermos. The Driver will not feel like eating and people will not stop to help you if they think you are just having a picnic.
- If some Good Samaritans stop to help and offer you a lift back to your campsite or B&B accept gracefully. It will be more comfortable there—and it means that you are one less thing for The Driver to worry about.
- Listen and make sympathetic noises when The Driver tells you exactly what has gone wrong. He doesn’t mind that you do not understand what he is talking about. He just needs to tell someone. If his language is less refined than usual, remember that it is scientifically proven that swearing helps the body cope with pain.
- Try not to worry about the breakdown. Yes, it is a nuisance and, yes, it will probably cost a lot of money and time to fix but just think how much fun The Driver is going to have with all those bits of twisted metal and coloured wires putting the car back to rights again!



Caroline Boswell

Around the Newsletters

Hi All

This month's Tec Tip for Around the Newsletters is taken from February's Newsletter of the Cornwall Austin Seven Club.

Emergency fix for a broken ignition lead

Sometimes as you merrily motor along the lanes, the engine develops a misfire. You find that one of the HT leads has fractured at the distributor end, because the lead has broken at the little washer that someone (the previous owner of course!) has helpfully soldered to the cable.

You're out in the middle of nowhere, you haven't got a sharp knife to strip the cable, the washer is still full of solder and your passenger is not happy any more...The situation may be rectified by inserting a drawing pin into the cable so that contact is again made between the copper core and the outside world. The acorn screw will hold the ignition lead in place, especially if wedged with a piece of paper that you have probably got somewhere in the car.

You haven't got a drawing pin?... You'd be surprised how many can be found in telegraph poles, or on fence posts or gates advertising lost pets or village fetes etc. You could even carry a couple on board in case of emergency pushed in discreetly somewhere (maybe NOT the spare tyre!).

I've used this method on several occasions and it is most effective until you have the opportunity to put the problem right in the comfort of your own home.

Thank you to
Andy Tewell and the Cornwall A7 Club.



Neil Williams

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

Would like to meet . . .

Mature lady (84), occasionally stubborn, seeks understanding companion(s) for country drives, days out, occasional weekends away and warm nights in. Good body but mild arthritis and general grumbles, enjoys life in the slow lane.

Care home fees (£6,750) to be paid to my current carer (Andy) before you pick me up. Call on 07732117888 to arrange a meet up and see if we are compatible.

Ruby.



Who's who at Loch Lomond?



For Sale

Austin 7 RP Deluxe Saloon

Barn dry stored since the 1970s. Black over brown, brown interior, sunroof, Rist horn, glass sun visor. Could be a oily rag restoration. The car has lost its reg. number. Sound car with good front wings. Rears need repair also the battery box. £3850 ono. Phone Christopher Oliver 07730943642.



Austin 2 Seat Tourer 1932

Original ex-Austin and Zenith upgrade car to 12 volts, 4 speed box, MOT compliant with MSA race eligible, VSCC and Brooklands time tag, Austin runs, John O'Groats, London to Brighton, Isle of Man , an original Reg buff log book, with Chassis, Cab and Engine number.

Tel. 01835 822789 Felix. Eildon to view. £15,000 ono.



For Sale, continued



1929 RK Seven

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Contact Andy Baillie
Tel 0131 440 0799

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Fully braked. Bed 10' x 5' with wheel restraints and heavy duty ramps. Ideal for Austin 7s. £1,250

Contact Wanda Hall
Tel: 01383 514936/07557784402



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
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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- ◇ A range of styles and colours will be available to view at Guildtown National Rally and the AGM.
- ◇ Order by 31st May for pickup at Guildtown.
- ◇ Order by 30th September for pickup at the AGM.
- ◇ Order anytime for postal delivery.



Contact Jenn Wallace at regalia@scottishaustinsevenclub.co.uk to discuss your requirements.



Trade Adverts

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A range of new reproduction body panels are available for the following A7 models:
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We are currently working on NEW cylinder blocks, based on a sports block that will fit an Austin 8-stud crankcase with a plate at each end for extra studs for strength of the camshaft.



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Hydraulic brake conversion £450.00

Girling brake drums, ideal for hydraulics £55.00

Sae straight 140 back axle oil £7.00

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

Reconditioned front shackle set £35.00

Recon oil pump bored 1/32 o/size £30.00

Cast iron Nippy heads £175.00

Austin dummy mascot, 1920s copy £39.00

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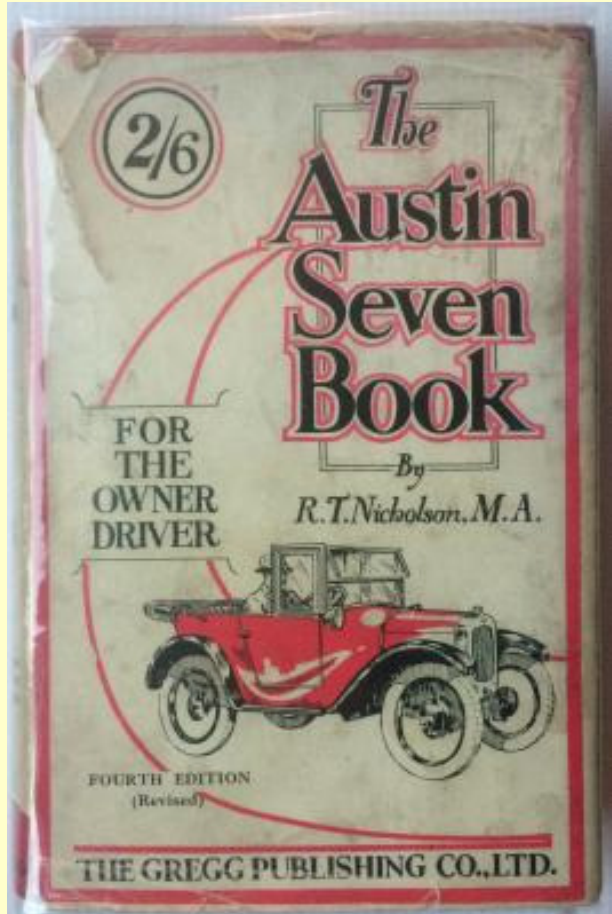
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Events Diary 2019



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 sweat-shirts 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.