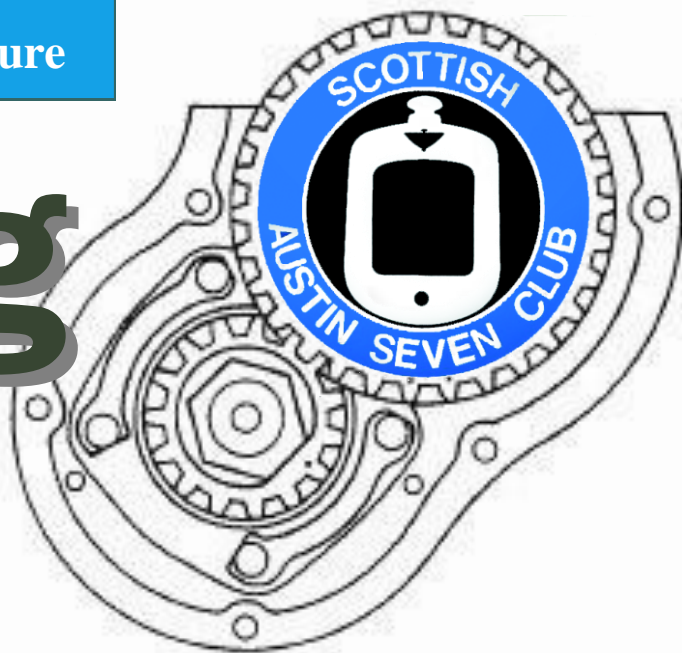


August 2019

Editor this month *Caroline Boswell*

Mighty Motoring in Miniature

Meshing Point



The Magazine of the Scottish Austin Seven Club



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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

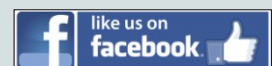
When insured with Richard Hoskin Breakdown Cover is automatically provided. Emergency call-out numbers: -

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Spares and Service

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



Sca7C Website:

www.scottishaustinsevenclub.co.uk

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

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

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

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Cover Photo: 'Wee Rascal' - the car, not the owner! See page 26.

Contributors to this edition: Caroline Boswell, Gavin Boswell, Jamie Campbell, Chris Chilcott, Diane Crisp, John Davies, Fergus Dobie, Fiona Dobie, Ruairidh Dunford, Irene Kendrick, Niall Mackie, Jack Pepiatt, Anneke Wallace, Clare Young.

Thank you all very much

Editorial

This edition of *Meshing Point* is definitely an 'outings and events' one! We have stories of outings to Arran (at Easter), to Anneke's farm 'Brideswell' in Aberdeenshire, and some photographs of the trip to Lauder in the Borders. Ruairidh continues his account of the family holiday to France (accompanied by splendid photographs) and Fergus and Fiona tell us about their visit to the East Ayrshire Car Club's Classic Car Show. Jamie Campbell shares with us his forty-year love affair with Austin Sevens and Chris Chilcott has sent in a fascinating piece about the *A7 speedboat*. To round things off, Gavin kindly contributed a piece about the history of the Scottish Austin Seven Club which is timely as the Annual Rally is happening next weekend.

Thank you very much to everyone who sent in photographs. However, please, please, please try to put captions to your photos or at least tell the editor where you were or what was happening when you took it. Please do not assume that a) the editor automatically knows who you are, b) the car you were driving, or c) your personal circumstances. I have had to call upon Gavin's pastoral skills at least seven times this session to help me get participants' names correctly spelt and to check the correct names for spouses/partners and various children. Not every editor will be able to use the Membership Secretary in this way! Similarly, to the uninitiated, one red car going up a hill in Arran can look very like another red car doing down a hill in the Borders so without adequate captions things are likely to get mixed up! This is particularly so when several people send in photos of the same event.

With the Annual Rally at Guildtown just around the corner mighty and various are the preparations in this house, as I expect, in yours also. There seems to be a very good uptake this year and I hope everyone will have a wonderful weekend. Just hope the weather will co-operate. The next edition of *Meshing Point* will cover all the news from the Big Event and the holiday afterwards.

Enjoy the summer!



To illustrate my point: Irene kindly sent in this beautiful photograph from the Brideswell outing, nicely labelled, but it could be from any Club outing, anywhere, and unless the Editor knew that the owners of this particular car were on that particular outing he or she would be quite lost.

Clarelady's Chat

Writing before the event I have to rein in the urge to dwell too long on the prospects for Guildtown. I cannot help but mention my foolish decision to add Guildtown to my weather app around the middle of June. I do it every year and ride the Rain Rollercoaster, just willing a dry evening on Friday, no rain allowed until after 7pm on Saturday, and please, dry weather until at least 3pm on Sunday. Obviously this is entirely pointless but I am powerless: it may now be a treatable condition.

On the definitely positive side I can say that there are a good number of entries and I am mightily pleased with my class: unlike certain other car clubs one will not mention, you all (well, all but two of you) sent your entries in before the deadline, allowing Gavin and I to present something meaningful to the printers. Well done everyone: those who must stay behind know who they are!

This will be my final Guildtown attempting to be in charge. I am relying on the membership to replace me at the AGM so that next year I can be seen—bottle in hand, propped up by a cleft stick or two, sitting in the sunshine.

Next *Meshing Point* will share the achievements, challenges and gossip from Guildtown so I hope there are many pictures, both candid and posed. Send them to the Editor soonest!

As you read this after the event I urge you to pick up the phone and sort out your berth for the next major meeting, the AGM at Blair Atholl on November 15th-17th. Be there! Put your issues on the agenda. Control that damned committee! If you want the AGM moved tell us where to. Many, many telephone calls to hotels have been made on your behalf but we appear to be in competition with tribute band nights, and I don't think we can compete with the bar profits made at such weekends. (Even if some of our most important imbibers come along.)

So, here's hoping Tractor Norman hasn't been called to Guildtown and someone has enjoyed the rally.

Clare



PS This is called preparation.



Membership Matters



I am looking forward to catching up with old friends and meeting new ones at the Guildtown Rally this year. We certainly have received a good number of entries for the Sunday static rally.

I am pleased to be able to welcome to the Club two new members since my June *Meshing Point* report. Ian Macleod from Kames, Argyll, joins us and he owns a grey and black 1938 Big Seven. David Knotts from Stanley in Co Durham also joins the Club and he owns a 1927 cream AD Tourer. Welcome to you both. We look forward to getting to know you at events and rallies.

The Club membership now stands at 172.

Gavin Boswell - Membership Secretary

FAVVO Rally—Ladybank, Fife 24-25 August

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 this event with the Scottish Austin Seven Club. Please let me know ASAP as allocation will be on a first come first served basis.

John@scottishaustinsevenclub.co.uk - Tel – 07925246671

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

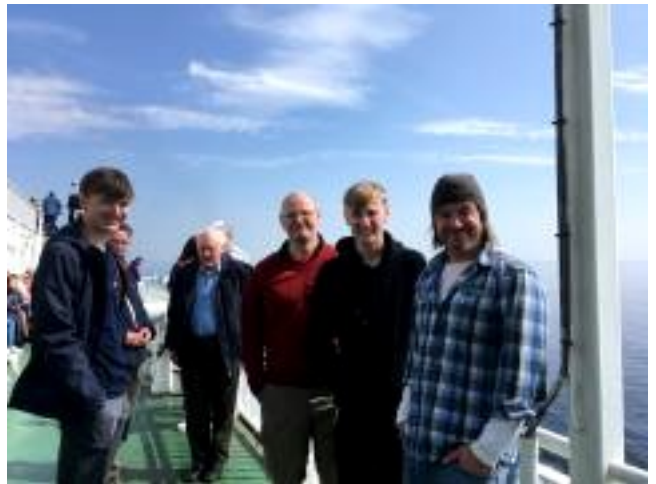
Email: secretary@scottishaustinsevenclub.co.uk

Easter Weekend outing to the Isle of Arran 19-22 April

Like most of our A7 events, the Easter 2019 outing had a few mishaps and highlights, but not *too* much mayhem.

My first mishap happened pre-event, with a half shaft breaking on the Open Road Tourer. Consequently Elisabeth and I took the MGA.

Charlie Carpenter's instructions were to book the 12:30 ferry. He and Myra were joined in the Big 7 by Diane Crisp, who left her motor home in the ferry car park ready for a visit with friends to Culzean after the Arran trip. Others in Big 7s were Peter and Irene Kendrick and Paul, Lenore and Merlin Rickards. Also present were Allan and Shirley in their refurbished Arrow (ex Michael Pell), Ali and Ina Sutherland in a Top Hat and Kevin and Marie Cunningham in the two-seater Tourer, all the way from Saltcoats.



Finlay McFarlane saw us off but couldn't make the weekend. Paul's family - Douglas and Heather and Helen, Graham, Kenny and Andrew - made up the boarding party. George Newsome and Rita were on standby for the same ferry but, despite George towing his Ruby with one of the biggest motor homes in the Club, Calmac still managed to squeeze them on! Johny and Anneka (early Chummy) couldn't travel till a later ferry and met us at the hotel.



The base for the weekend, the Kildonan Hotel, is in the process of being converted into a bar/bistro with apartments, two of which were open just in time for Easter, however, some snagging issues were experienced.

Friday evening was enlivened by the sight of submarines travelling down

the Clyde and Sunday by naval vessels heading north. Saturday breakfast was interrupted by a pod of dolphins, or porpoises, heading south. They were ignored by the seals basking on the rocks.

Saturday's run around the island was anti-clockwise with stops at: Whiting Bay (art gallery); Lamlash (newspapers, frocks, coffee); Brodick (picnic, shopping, coffee); Corrie (coffee) and on to Lochranza for picnic lunch by the Castle. After lunch Heather narrowly missed being run over by a reversing Johny as we all left for the run back to Kildonan. Elisabeth and I opted to visit the distillery and then Lochranza Hotel, thereby missing the first of the breakdowns due to fuel issues.



The highlight of the weekend trip was the celebration of Paul's 45 years of SA7C membership. It was really why we were in Arran, a favourite destination of both his family and the Club. Conveniently Paul joined the club aged 35, so we were also celebrating his 80th birthday and toasted him at a champagne reception held in Helen and Graham's apartment and enjoyed cake decorated by Kenny with an A7 and an Alfa Romeo. Thanks to Charlie for the fizz.



Saturday evening's meal is best forgotten; due to kitchen staffing issues it was very late being served and was not up to an acceptable standard. After some negotiations, the management offered a reduction to our bills.

On Sunday morning I opted to get under the MGA bonnet and change the coil, to try to address some long-standing starting problems, hence I left later than the rest. We soon caught up with half the party on the Ross Road; some of whom were experiencing fuel problems and dirt in carburetors; quickly sorted by Charlie and his handy compressor. Bumpy roads disturbing sediment in tanks was one theory. This photo appears to show the Arrow broken down but in reality she was just resting.



The morning coffee/ice cream stop was scheduled for Lamlash, thereafter we were on our own, most heading on to Brodick. We opted for the String Road, (coming across a lost and broken down Chummy) followed by a trip to Machrie Moor Standing Stones.

Easter-time on the Clyde is rarely warm with sea temperatures cool but Graham and Heather were not to be denied a chilly dip. (No photos available—Ed.)

A live music session was laid on by the hotel in the garden on Easter Sunday afternoon; very pleasant to listen to (at least from behind the speakers).

Unfortunately Johny and Anneka broke down again the following morning *en route* for their early ferry crossing; possibly with magneto issues. Without a good mobile phone signal they were unable to summon help but were rescued by a local chap working at the hotel who towed them all the way to the ferry. For this he refused any payment being only too happy to help visitors to the island.

A brief visit to Brodick Castle was possible for some, before meeting at the pier for the ferry back to Ardrossan.

As ever, a great weekend but I suggest any future stays on Arran *not* be at the Kildonan Hotel (at least not until their transformation project is complete).

Niall Mackie who collaborated with Diane Crisp as delegated by Charlie Carpenter



Brideswell Revisited

24-27 May

An invitation to join the May weekend Austin 7 party at Anneke Wallace's farm, Brideswell, in Aberdeenshire was too good to miss, so we were very happy to accept. Southern softies that we are, we were grateful for the use of the Bothy as our base. In return we arrived a few days early to help where we could and get into the swing of things. Travelling 500 miles in one day from our home near Oxford using the pretty route over the Cairngorms was a great way to start and after a restorative glass or two we slept well. Anneke's good friend Diane arrived before us, she had travelled up from Yorkshire in her camper to support the event.

Preparations included assembling picnic furniture, laying in a water supply to the camping field and helping out wherever we could, mostly providing soothing G&Ts at the end of each day. Johnny Johnson had kindly offered Amanda and me use of his Nippy for the weekend and we soon got acquainted with the car, which is a real cracker. Also from the south were Judy and Charles Levien, who live in Norfolk. Johnny had kindly provided them with another car from his stable, a Ruby in a fetching shade of shabby-chic green. We had all travelled together on the last Euro Tour in 2017.

During Friday the hardy motor home and campers arrived and the wet field was soon dotted with trailers, vans and colourful Austins. Notably toughing it out in tents were Joel and Lucy, part of the extended Clan Dunford and Ian Singer from Aberdeen, newish to Sevening and raring to go.

The opening Friday night 'Open House at Brideswell', a roaring success as usual, was an opportunity to greet old friends and make new ones. Anneke began to relax a little now all her planning and preparation had



come together successfully. The weekend programme was outlined and plans laid for the first day's run. Peter Naulls, who we last met on the Euro Tour to Salzburg, survived under canvas on Friday but in the face of a wet Saturday night opted for the comfort of Anneke's Mill accommodation.

On Saturday, the weather was fair, the temperature kindly and the group of fourteen cars moved off more or less as planned and nearly on time. Those new to the area were charmed by the scenery, the place names and by the wonderful roads, mostly free of pot holes and traffic. It was a pleasure to be out and about in the fresh air and in splendid company. Our route was eastward around the Hill of Fayre, via Monymusk, Crathes Castle and Milton of Crathes near Banchory.

First stop was as unexpected to us as it was to Anneke. As we passed through Monymusk a full-blown French Festival was in progress. A round-robin boules contest was in full swing, with teams decked out in extravagant costumes, from French tarts to onion sellers and shades in between.



An accordionist and Gallic food and drink were there to be enjoyed and most importantly the pub was serving coffee and rolls, which must have saved several Seveners who had enjoyed the previous evening a little too much. The sight of a string of A7s parked nearby would have made the casual passersby wonder at the nature of the gathering.

We went on to lunch at Crathes Castle in its lovely grounds and drifted back in ones and twos, as we pleased. Arriving back at Brideswell a familiar backside (no prizes for guessing whose) was seen protruding from beneath a Seven bonnet as a box fitted with an 'intermediate' gear set replaced the standard one in Ian Singer's Chummy. The redundant item was then, since time was hanging heavy on RD's hands, fitted to Jamie and Jenn Wallace's Ruby.



Now short of something to do RD resorted to supervising the evening's BBQ. This had something for every taste and after feeding and watering, we were treated to music from the talented amongst the gathering, including the Dunford lassies on fiddle and fife.



Sunday arrived with mixed weather, but a lovely 60-mile drive up Strathdon and over the Gairn Road to Deeside put a smile on all faces. This route took in an old military road from Donside to Deeside, a 'Wade' Bridge and included a stop at the 'Ringing Stone'. A lunch option was the newly renovated railway station at Ballater, where our table was alongside the Royal Railway Carriage. Here we enjoyed excellent food in a beautifully restored building with innovative community uses of the space available. In sunshine and showers we returned along the south side of the river Dee through Aboyne.



Sunday run: top of Balchimmy Hill

Sunday Run: Stop at the Ringing Stone



Monday was a public holiday in Scotland so the local contingent could enjoy a leisurely further day, but with regret Judy and Charles and Amanda and I had to leave for our respective homes in the south. Later we learnt that a split fuel tank delayed the Dunfords' departure briefly.

The sight of Chummies, Rubys, an Arrow, a Nippy and a big Seven had brought delight to all who had witnessed their passing by and an ear-to-ear grin for the participants. Anneke's hospitality and Johny's generosity in loaning us his cars is unsurpassed. We made new friends and enjoyed catching up with the old ones (some of them far from old) - altogether a wonderfully memorable Brideswell Experience.

Jack Peppiatt

Borders Raid 10th—16th June

We enjoyed our weekend in Lauder. Neil did us proud with very interesting runs both days. I thought I'd send a few photos for *Meshing Point*.

Irene Kendrick



Neil ran out of fuel just before the campsite but, like all good Austineers, he had something in the can.



Just a bit of mud encountered on minor roads. The car was immaculate when we sent out.



Line-up of cars at Peebles

THE AUSTIN SEAGULL

A Seven h.p. Inboard Launch with a Good Performance.



Three views of the Seagull.

THERE is undoubtedly a considerable demand for a low priced runabout which combines a good turn of speed with the advantages of neatness and compactness of the inboard engine. The Austin Sea-

gull, which is manufactured by Messrs. Maintenance, Ltd., the well known Austin specialists, of Beavor Lane, Hammersmith, is another example of the remarkable performance of which this little engine is capable. This firm make a speciality of tuning Austin engines for greater power, and the unit installed in the Seagull has been subjected to the usual modifications made by this firm to give increased power, 33½% increase over the standard engine being claimed.

The hull, which is built by the Moorcar Boat Co., of Faversham, is 16ft. by 4ft., "V" bottom, with mahogany decks, frames and planking, and spruce bottom planking; it is arranged to be set with davits if required. The engine is installed in the fore deck giving a neat appearance and ample room in the boat. This drives through a high tensile bronze propeller shaft to a two bladed propeller, which is protected by a skeg from any possibility of damage when grounding. The petrol tank is carried under the small deck aft and the petrol is conveyed to the carburettor by an electrical Autopulse. Complete electrical equipment, as in a car, is fitted, so that the luxury of electrical starting, not a usual feature on small motor boats, is obtained. The equipment is remarkably complete including fend-offs, boat hook, fire extinguisher and the usual switch board equipment of a car for the navigation lamps, etc. A one piece safety glass windscreen can be fitted as an extra for £5

and is quite useful in broken water. The price is £200.

We recently had the opportunity of trying this boat on the Thames in company with Mr. S. J. Bassett of Maintenance, Ltd., and found it handled

well and had quite a good turn of speed. The actual mean speed over the measured mile is 18 m.p.h., which for the power installed, is good. The engine is tuned to peak at 3,500 r.p.m., at which speed it runs quite smoothly, but with a certain amount of noise, caused by the fore deck acting as a sounding board. This however is being considerably stiffened up, in order that the boat may be carried at davits and this should reduce the noise considerably, though even now it is by no means excessive. The turning circle at full speed is commendably small, and the boat may be put hard over suddenly and brought out of the turn suddenly without any tendency to cavitation which we have found in some boats of this type with high speed propellers. Without wishing in any way to disparage the qualities of outboards, there is undoubtedly an added charm in the flexibility of the 4-cylinder inboard engine; complete control from a crawl to full speed, and also the addition of a reverse, makes the slightly greater cost of this type of craft well worth considering.

The number of inboard engined small launches is increasing, and this season will certainly see many of them in use on estuaries and rivers. The low running cost of an Austin Seven engine is of course proverbial, while on larger craft the advantages of being able to carry a light fast runabout are too obvious to require further comment.

Submitted by Chris Chilcott

East Ayrshire Car Club's Classic Car Show Sunday 9th June 2019

We decided to attend the East Ayrshire Car Club Classic Car Show on Sunday 9th June 2019, at Kames Motorsport Complex, Muirkirk, Ayrshire. The weather was not too bad but we took wellington boots and umbrellas . . . just in case.

We arrived about 10.15am and paid our entry fee of £5 each and received our 'official programme' giving information about the cars which had been entered into the show. We managed to find Colin Prentice (an old friend who had entered his Jago Jeep) and after a quick look round we met up with Margaret Staff in the café for warm drinks and snacks. It was good to catch up with Margaret as we had not seen each other for quite a long time - hopefully we won't leave it so long until we meet up again.

Venturing outside once again we met up with our friends Neil and Stewart Scott. Neil had driven to the show in his very rare Volkswagen Passat. Geoff Morrison, our Club Treasurer's husband, knows this car very well and wishes it was his. Neil had parked his car next to a couple of Austin Sevens which are now owned by Jamie and Gordon McIntyre. We all walked round together with stops here and there to discuss some of the cars. We came across an Austin Seven Super Accessories Special, registration number 955 UXF, that we did not recognise. It is owned by a Mr Reynolds. We did ask Mr Reynolds if he was a club member but he said not, although he did say that Ruairidh Dunford knew the car well.

Fergus and Fiona Dobie





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

From near Faverges we were able to travel back into Annecy, which is beautiful but busy. To my horror our friends turned into the most central car park, which indicated it was 'full'. I had no choice but to follow them and wait in the queue (something I normally avoid like the plague!). To my astonishment the queue moved quickly and we were soon parked, three floors below the normal road level. I am normally quite nervous about leaving the car (and our belongings) in the middle of a large town but it turned out to be fine and we were able to enjoy the sights and the girls were able to go swimming.



It was our 14th wedding anniversary that day and we celebrated at night with barbecued magret and green (genepi infused) beer!

The next day was glorious so we drove upwards, climbing the winding road to Sambut where we took an open cable car to the summit. Tanya and I clung to the girls as we looked down some 20m between the completely open seating arrangement - the girls took it in their stride but we were both terrified! Our 'bravery' afforded views of the Lac from the previous day, its vivid colour is clear from above.



Sandra's brother invited us to visit his fire station and we were given the full VIP tour which included the hoses - we all enjoyed our go!

A final meal of Raclette completed our Savoie experience and we headed to bed knowing that we had two long days of driving ahead before reaching our next destination.

Before leaving I noticed a little scuffing on the driver's side tyre and, on investigation, the small hub bearing exhibited some play so I replaced it.



Taking very minor roads we avoided Chambéry completely and were rewarded with some very special views, including a last sneak at Mont Blanc.



We aimed to get 100 miles south east and by 5pm we were ready to stop - finding a nice campsite with a pool and bar we settled in for the night.



Today we would meet Bruce (aka Reckless Rat) and his wife Mary. We had communicated with them for a number of years and we'd all been invited to stay for a few days. It turned out to be the hottest day of the trip, topping out at 39°C, but the girls just kept singing! Diverting slightly off-course we travelled through the Ardeche valley.



Bruce supplied some inside information and I was also able to get in some of the lavender fields that Tanya so wanted to see before meeting him in his C25 van in the village square. After a cooling dip in Bruce and Mary's pool we walked into the village for a meal of moule frites and rose - sublime!

It was Bastille Day and the sky was alight with fireworks that night - our hosts had already made quite an impression on the girls and there was more fun to come! (To be continued.)

Ruairidh Dunford



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
Mr R Dunford
Secretary
Scottish Austin Seven Club
64 Campsie Drive, Bearsden, G61 3HX
Tel: 0141 9428037
Email: secretary@scottishaustinsevenclub.co.uk

My love affair with Austin 7s

For forty years I have had an interest in Austin 7s. It started when I was 19. At first it was just going to shows and looking at cars in the days before the internet was invented. You tended to know people face to face which was part of the beauty of the hobby. There was always at least one older person in the street that knew about Austin 7s, had had them in the past; not because they wanted one; but because they were probably the cheapest runabout of the 1950s and 60s. When I eventually sourced what I naïvely thought was a good buy it took me two years to fully restore it and most of that time was a steep learning curve. I obtained an Austin 7 Pearl that had been lying in a garage for about 24 years. It was in poor condition rust-wise and had originally been put in the garage due the brakes seizing and nobody managed to get around to looking at it again for those 24 years!



The first thing that I did was to strip the front and back wings and running boards. I then hired a sandblaster and sandblasted the car and the chassis; the only downside of this was the sand that never made it to the car was spread over most of the neighbours' gardens and windows which meant I wasn't too popular and for which I was forced to apologise in person! I then went for the dreaded engine which needed, in short, absolutely everything. Fortunately my Dad knew an old taxi driver who was part mechanic and knew everything about Austin 7 engines and he was forced to become my best mate! Eventually, once the car was finished, I used it to go to the local shops and occasionally on Saturday night outings with my friends but it was no good for picking up women (so my friends told me). My happiest memories are meeting other Austin 7 guys in the club at the Doone rallies. The car gave me great joy for five years but sadly I had to sell it to invest in our family business in 1984.

I never lost my passion for this hobby and after getting married and bringing up my family I found some time for myself and got back to it three years ago with the purchase of an Austin 7 Ruby. I committed a cardinal sin as I purchased it blind from a dealer and had it shipped to me without seeing it first (you would think I

would know better!). This really was a labour of love but I found that I made more mistakes this time (mainly with the engine) than I did first time around. I discovered that this hobby had been cheaper in the 1970s as usable parts were cheaper and more plentiful then whereas now some of the second-hand engine parts are no longer usable due to their age and condition and should never be sold as usable parts. The only way I actually resolved my engine issues was with the help of my long-lost friend John Rooney who I used to pester when I had my first car at 19.

I stripped this car back to the bare bones over a very cold winter using an extension cable out to the garage from the kitchen. (Much complaining from the family in the very, very cold kitchen as the window was open!). Unfortunately when I stripped back the countless layers of grease, oil and botchy undercoat I discovered the patch welding (which always annoyed me) was everywhere and very poorly executed so I ended up overpainting it as well but I feel I did a much better job than the previous 16 owners; a few of whom we managed to trace.

The biggest job I was proud of in this car was the upholstery which I carried out with materials sourced from Simon Laxton who was superb to deal with and a joy to speak to. I re-did the front and back seats and door cards and it ended up looking great. The biggest bane of my life was THE ENGINE and I know the three most important things when renovating a classic car are:- the engine, the engine and the engine! And this was definitely the most testing engine, ever. I used the existing engine block but should have sourced a better conditioned one before renewing all the studs; this set me back months and cost a fair bit of cash during the overhaul. I had to take the engine out three or four times; I should have known better (I must have had my naïve 19-year-old head on!).

I was never truly happy with this car but it got me back to my hobby and I sold it around April last year to a chap in the Norfolk and Norwich area (where the car originated from in 1937) who was delighted with the amount of money and work that had gone into the car and couldn't believe his luck that I was selling it.



Interior of same

My second Ruby all ready to go back to Norfolk and Norwich

I decided to look for another Austin but this time I called on John Rooney's knowledge (again!) to see if he knew any club members that were selling their cars. I hit the jackpot when I purchased wee "Rascal"; a 1933 box saloon. [Wee Rascal is on the cover of this *Meshing Point*—Ed.] I am absolutely delighted with this car and took him to my nephew's wedding in August of last year. More on this to follow . . .



Steering wheel, etc. of Wee Rascal

The thing to remember about Austin 7s is that you always get there in the end . . . and if you don't . . . it's not the end!

Jamie Campbell

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Blair Atholl

15th-17th November 2019



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History of the Scottish Austin 7 Club

Those members who attended the 48th National Guildtown Rally will have seen this short piece in the beautiful programme we had for the event. It is a brief historical overview of the Club which I hope all our members will enjoy reading.

“The club was founded in 1971 by a small group of enthusiasts from the Glasgow area. Over the years the membership has gradually increased as the club became better known and now boasts over 200 members from Scotland, the rest of the U.K. and several members from overseas. Cars in the club range from the very early Chummys to the late Jewels and Big Sevens, along with such rarities as A.E.W., Boyd Carpenter, Arrow and Swallow. No matter what Seven you have you are assured a warm welcome in the club.

The club publishes a newsletter called *Meshing Point* throughout the year. In addition many events are held throughout the year to meet the requirements of our members, such as day runs, Hotel and camping weekends. Club holidays in the past have included visits to Denmark, Holland, Orkney, Isle of Man, Wales and many places in Scotland.

Since 1971 the major event of the Club had been the Doune Rally in summer, with entrants returning each year from all over Britain. It was a rally for enthusiasts run by enthusiasts with the emphasis on Sevens. Unfortunately the Motor Museum at Doune was closed, and a new home had to be found. After a short spell at Irvine and Scone the annual national rally is now held at Guildtown in Perthshire.

The emphasis of Club has been to drive Austin Sevens rather than static concourse events and many members become close friends in a Club known for friendship and fun. Above all the Club will always offer you good Scottish hospitality! The objective of the Scottish Austin Seven Club is very straightforward. It is to foster and further interest in Austin Sevens.”

Submitted by Gavin Boswell



Club trophies at Doune

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

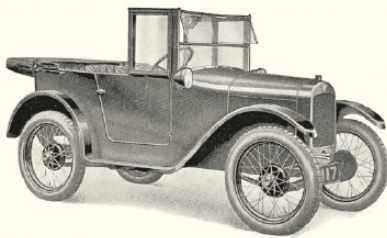


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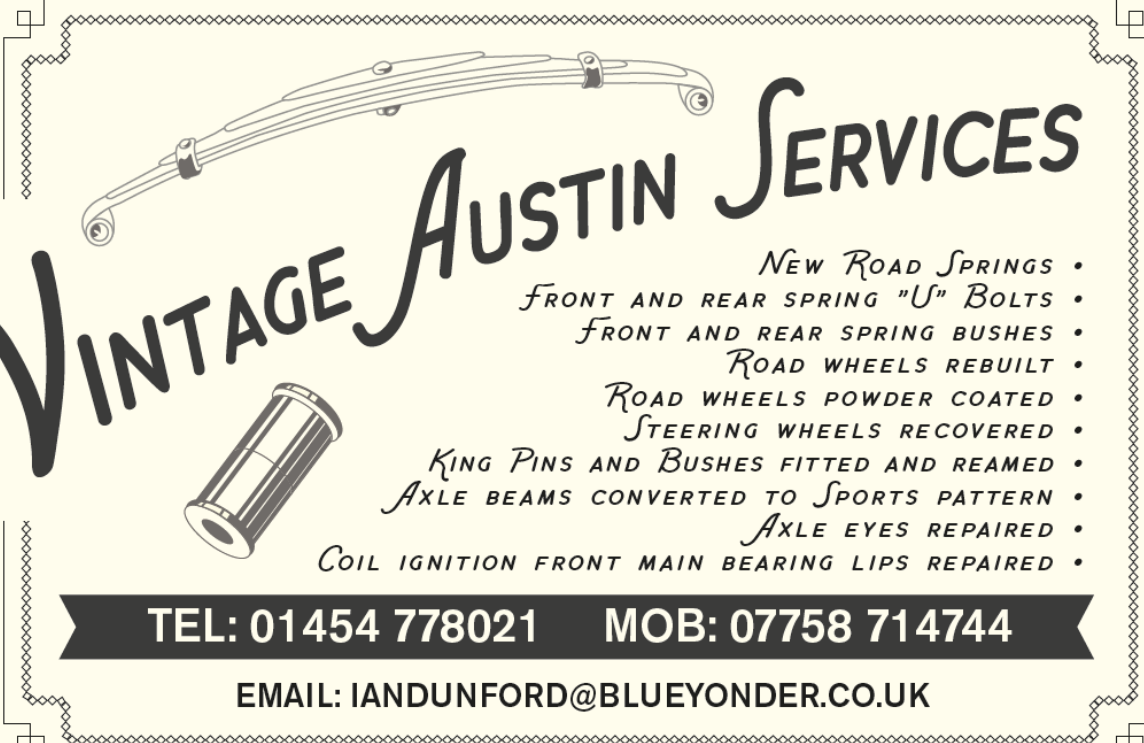
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Events Diary 2019



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.