

*CENTENARY EDITION*

August 2022

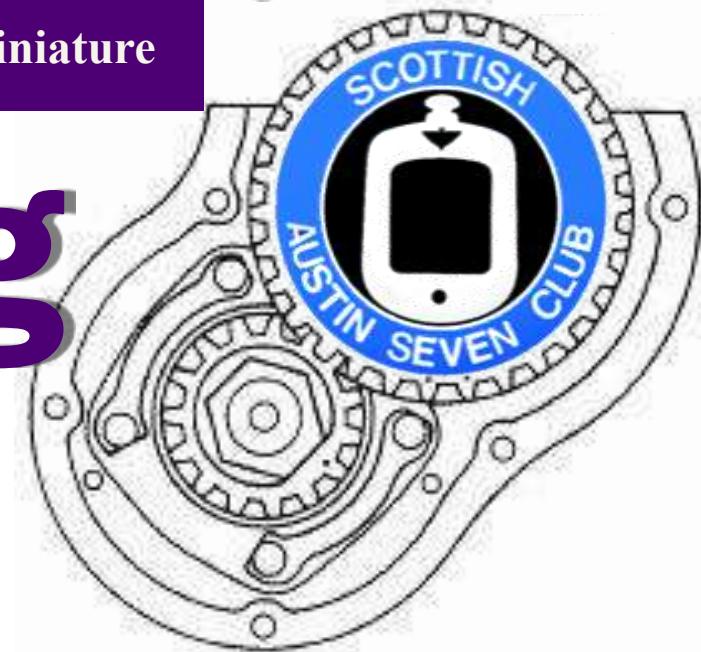
1922– 2022

Editor this month *Judy Goodfellow*

Mighty Motoring in Miniature

*100 yrs  
of Austin 7s*

# **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 2022			
		Press date	Editor
Jan	No edition		
Feb	Mesning Point	15/1/22	Caroline
Mar	E-Newsletter	25/2/22	Ruairidh
Apr	Mesning Point	15/3/22	Caroline
May	E-Newsletter	25/4/22	Ruairidh
June	Mesning Point	15/5/22	Judy
July	No edition	-----	
Aug	Mesning Point	15/7/22	Judy
Sept	E-Newsletter	25/8/22	Ruairidh
Oct	Mesning Point	15/9/22	Clare
Nov	E-Newsletter	25/10/22	Ruairidh
Dec	Mesning Point	15/11/22	Clare

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#### Spares and Service

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

#### ScA7C Website:

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The ScA7C is a member of and affiliated to, the Austin Seven Clubs Association and the Federation of British Historic Vehicles Clubs. Data Protection Act 1998. The information contained in the Membership application form will be recorded electronically for the purposes of mailing the Club newsletter.

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

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**Cover Picture:** One of only two club members' cars to drive all the way to Moreton-in-Marsh - Past Chair-person Clare and Steven Young from Fife. (Well done also to Niall Mackie, Ayrshire)

**Contributors to this edition:** Neil Gibson, Fergus Dobie, Gerry Flockhart, Niall Mackie, Judy Goodfellow, Michael Pell, Charlie Carpenter, Paul Rickards, Allan Morrice and the Gibson girls.

**Photos of the Centenary Event** from David Lodge, Geoffrey Livingstone, Gavin Boswell, Judy Goodfellow, Allan Morrice and Michael Pell.

**Grateful thanks for all the pictures submitted for use in MP. Keep them coming.**

# Editorial

Hello, I can't believe it's August already! We held this edition so we could bring you reports from the Centenary Event at Moreton-in-Marsh. The reports and photographs speak for themselves and we were well represented as a club. Our Scottish sub-committee who were the camping and entertainments planners and organisers, did such a great job, there were compliments from so many. We counted (with Gavin's help) over 75 members and their families from the Scottish club in attendance! That's impressive.

We have the sad news to report, of the death of David Hill on p6, with an obituary written by Paul Rickards. Catch up with the Wooler weekend from Fergus as our Border Raiders give you a fabulous advert for the region, as experienced from an Austin 7. Please take note of the Autumn in Angus event in September and the AGM weekend in November. Do book up if you haven't already.



Gerry gives us part 2 of our 'Four Magnetos' story. There' are more instalments for later in the year. We have a bumper number of reports and photographs to give everyone a flavour of the Centenary Event in the Cotswolds. Rumour has it that Ally was dancing so much, as he was spending all the profits in the bar from selling the Top Hat!! He returned north with an empty trailer!

The archive 'Pop-up Museum' was a major part of the weekend with so much effort going into the planning and organising of so many items owned by the A7CA, so there are a few pages dedicated to that. Enjoy your read and sorry for the photo ... it was REALLY hot!! [And Michael Pell has already offered us a good plumber for the purchase of a larger bath :)]

*Judy Goodfellow, Editorial Team*

## FBHVC News online ...

Dear Members and Sponsors,

Good news.....Issue 3 FBHVC News is now available to download from our website.

In addition to our regular features such as Legislation and DVLA information, you will also find our main feature depicting your Drive it Day activities, plus some exciting news about our apprentices among other items too.

Please click on the link below to access Issue 3, 2022 and don't forget to share the important information with your members and friends. <https://fbhvc.co.uk/newsletter-archive>

All the very best

Emma Balaam

Secretary, Federation of British Historic Vehicle Clubs Ltd

# Chairman's Chat



After having talked about it for almost three years, the event of the century has now been and gone. What an event it was too!

The Gibsons left home on Wednesday 13<sup>th</sup> heading off to Morton-in-Marsh, with Rubriolet safely tied down to her trailer, en-route to the Austin Seven Centenary.

First night was a stop in Kendal, with much excitement of just being on holiday.

Next stop was at Drayton Manor for the Gibson girls to have fun at the theme park, where dad thoroughly enjoyed sharing his day with what seemed like every school in England bringing every one of their pupils to

*[That was his grin for the whole event! Ed.]* an end of term day out.

Saturday brought us to the long-awaited arrival at Moreton-in-Marsh, where I think I let myself down and became one hundred percent more excited than those school pupils at Drayton's theme park. This was to be my theme park in the coming days, and I knew it.

Once the camper van was pitched up it was soon down to work. I assisted with the camping field and its layout and waited anxiously for the marquee company to arrive on Monday morning.

Monday finally arrived. 0700hrs the Marquee company arrived on site and spent the next 14 hours, in what I think was the hottest day of the year to that date, erecting one massive marquee which was to be the hub of the entertainment for the next 5 nights.

The following day started to see the arrival of some of the attendees with their Austins. The quiet buzz of excitement could be heard to increase as each camper arrived on site. I just knew that this was going to be a spectacular one-off event. People had travelled far and wide to be here. There were guests from the Netherlands, France, Germany, Switzerland, Norway, Liechtenstein and even as far afield as Australia.

Our very own Scottish Austin Seven Club had approximately 75 members present, all of whom behaved impeccably (what happens in Moreton-in-Marsh stays in Moreton-in-Marsh, eh boys?) I would like to personally congratulate three of our members who attended, Niall Mackie who driving his AEW from Ayrshire, and Steven and past chairperson Clare Young, who chose to drive the distance from their home in Fife to the venue, in Mavis their Austin 7 Ruby, a distance of over 400miles.

I'm sure Steven and Clare will tell us the exact total of miles when we next get a chance to speak. From everyone in the club, Well Done!

Without stealing the thunder of any of the other contributors, there was something

for everyone. Austins as far as the eye could see, entertainment for children and adults too. The venue was just outstanding and offered great accommodation and food and refreshments. There were traders where you could buy anything Austin related, from art to nuts and bolts. I think our very own events coordinator had a couple of successful days trading.

The highlight of the whole event, for me, was strengthening established friendships and meeting and making what I hope will become new lifelong friendships.

I hope you enjoy reading all the highlights of the other magazine contributors.

Keep grinning from gear to gear, (or should it be from year to year for the next 100 years?)

*Neil Gibson, Chairman*

## Obituary—David A. Hill

David was a native of Manchester who moved around when WWII was declared in 1939. In the 1950s he served an apprenticeship with the Austin Motor Company, prior to his National Service with the army REMY (motor engineering). Back in civil street he joined Rolls Royce in Scotland, moving north, lock, stock and barrel. He settled with his family near Lanark, outside the village of Nemphlar, on a smallholding named 'Howe of the Eight Riggs'.

David's wife Pat renamed the property 'Rothesbank', bringing it in to the 20<sup>th</sup> century. The previous owner had made a living as a supplier of fruit and veg. to the Lanark shops, so David's wife continued with this business tradition, until the supermarkets came, taking the greengrocer's trade away from the high streets.

Once established, David set to extend the property, which dated from 1680. He also built a workshop, with sheds to house his extensive collection of vehicles. Meantime, Pat reverted to her pre-marriage training as a midwife, at the local William Smiley hospital. By this time David had transferred his allegiance from petrol to steam, becoming a development engineer at the Kelvin Marine Company in Glasgow.

David had come north with a 1930 Alvis 1250, to which he added an A7 Nippy and several motorcycles; Raleigh, Rudge and Sunbeam. The Nippy was prepared for competition in VSCC hill climbs, including the Lakeland Trial and Scottish events. Here, he became a friend of Kenny Allen, the Scottish hill climb Champion.

In retirement David embarked on a career restoring Veteran and Vintage vehicles, for a wide variety of clients. He was a competent motor engineer and a wizard with a lathe. David's last restoration was a Roesch Talbot for himself. Previous to this, David had acquired a 1660 Talbot which was quite weighty with only 48hp and it struggled to get out of David's steep drive.

In Lanark, both David and Pat immersed themselves in public life, joining the Liberal Party, Lanark Museum and the Archaeological Society. Sadly, Pat passed away in the prime of life, leaving David to fend for himself for twenty-odd years, supported by his two sons Paul and Geoffrey. He was a grandfather and great grandfather, who at his advanced grand age had outlived many of his friends. RIP

# Wooler Weekend

## Scottish Austin Seven Club, Wooler Weekend

If it hadn't been for myself, Fiona & John and Margaret Armour Neil and Andrea's weekend for The Scottish Austin Seven Club would not have happened.

Neil as usual had put a lot of effort into organising the weekend arranging visits to places of interest including a micro-brewery which was unfortunately cancelled due to lack of numbers. Two or three people did phone Neil to say they were doing other things and unfortunately would not be able to join him and the club at Wooler. Neil appreciated these phone calls.

This club always used to boast about the number of events it held during the year, sometimes having two in one month. Unfortunately, there are virtually none which is very sad. Even this year Guildtown was not that well attended - maybe because it was at the end of April.

We left Glasgow about 11.00am and arrived at Wooler about 2.45pm on Thursday 9th June 2022.



**Highburn House Caravan Park is a great family site. Great play area for children, fantastic facilities, ducks, ducklings, rabbits and a very well kept and maintained site.**

When we arrived Neil and Andrea were in their new VW Camper which was hitched up to a new tent and also had a separate tent shower unit with hot water, all very sophisticated. I put up Dobie's Diner while Fiona walked into Wooler for a wander about and to pick up a few supplies. When Fiona arrived back, we sat in the glorious sunshine with Neil and Andrea and had a few drinks. We did not stay up late as we were all quite tired.

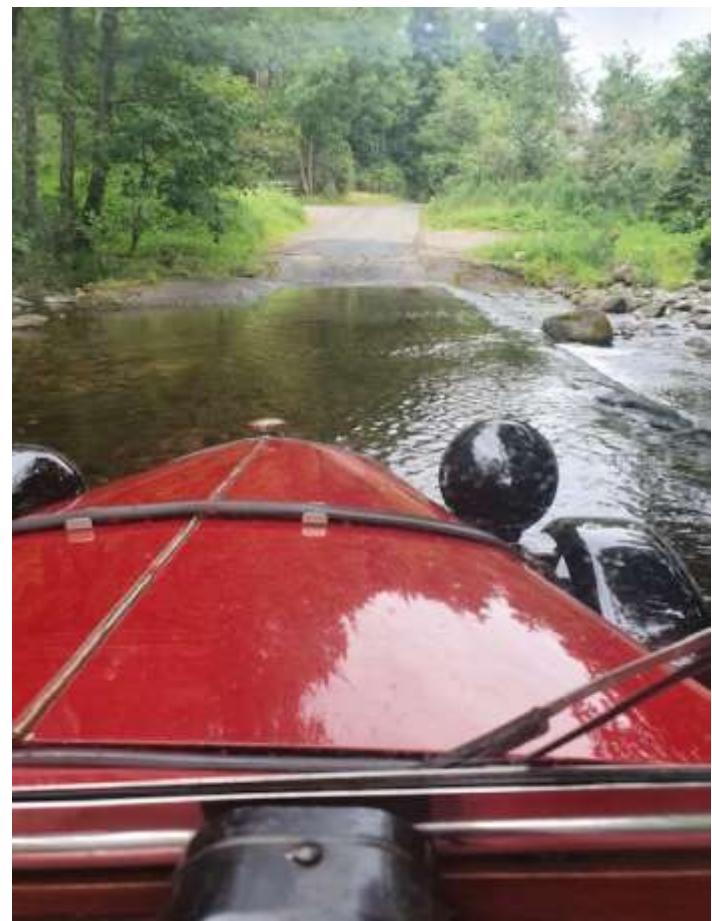
No plans had been made for Friday so Neil and Andrea decided they were going to go to Dobbies Garden Centre and purchase a fan assisted charcoal BBQ. Fiona and myself decided we would drive to Kelso. Old ELR was running like a dream. No smoke either so the new smokeless oil works well. We had a good wander about Kelso and saw a lovely butcher/deli where we purchased some goods for a BBQ and also some cheese, salami etc for another night. The butcher/deli also had a small restaurant attached so we decided to have a drink and something to eat. I had a pot of tea; Fiona had a cappuccino and we both ordered homemade cheese scones. The scones were delicious and were served warm with lots of homemade chutney. Just as we were getting back into ELR we were approached by a man who wanted to talk about the car. Turns out he was from Carmunock originally and knew our friend Willie McColl (it really is a small world). Incidentally, Willie happened to phone us the next day and we were able to say we had bumped into an old neighbour of his, Sandy. When we left Kelso we headed back to Wooler where we stopped for a wander about. We bought a couple of items in one of the antique shops. On arriving back at Wooler we were very pleased to see that the Armour's had arrived. After our evening meals everyone ended up in Dobie's Diner. Drinks, nibbles and a good chinwag was had by all before heading to bed.



On the Saturday Neil had organised a sixty mile round trip and at 11.00am all three cars set off. Neil in his Ulster, John and Margaret in the Special and us in old ELR. On leaving Wooler we travelled through some beautiful villages - Chatton, Chillingham, Eglingham, South Charleston, Alnwick, Longfarmington and finally arrived at Rothbury for our lunch stop.

Andrea met up with us at Rothbury as not enough room in the Ulster for two people





and Blade (the dog). As Blade does not keep good health Neil and Andrea did not want to leave him alone in their van at the campsite.

Neil, Andrea and Blade enjoyed an Italian meal for lunch. John and Margaret went to a local pub/hotel and we enjoyed some tea and coffee and some home baking at a small cafe sitting outside in the sunshine. Before lunch we all had a wander up and down the Main Street of Rothbury.

After lunch we started to head back the short way to Wooler. Fiona and I stopped off at an antique shop whilst Neil and John drove through a 'Ford'.

John and Margaret stopped off in the village of Wooler for a wander about before heading back to the campsite.

When we arrived back at the site we found out that John's car had limped back to the campsite from the village leaking oil badly with serious bottom end noises and was now on his trailer.

We all had BBQ's that night. We gathered in Dobie's Diner, all six of us, our three dogs and Blade. A good few drinks, nibbles and a chin wag so a late night was had by all. Blade unfortunately tried to gas us towards the end of the evening so Neil eventually took him for a much needed walk.

In the morning Neil had organised a shorter run of approximately twenty-five miles to leave about 11.00am again which was great timing as I wanted to go to the local car boot sale.

At 9.30am, before Neil's run, the Armours, Fiona and myself went to the car boot sale in Wooler in old ELR where a few purchases were made. Margaret even had one of her purchases delivered to the campsite free of charge.

When we arrived back at the site it was nearly time to leave again. The Armours came with us in the Big Seven and Neil was in the Ulster. Unfortunately, Andrea stayed at the campsite to watch Blade. We had a lovely run through beautiful countryside and small villages. The roads were very quiet and we ended up at the Lavender Tearoom in Etal for cream teas. Some lovely old motorbikes were parked outside the tearoom. We went inside to get a table for the five of us and pushed two tables together but the owner objected and said we couldn't do that. He wasn't the most pleasant person in the world and I think he won the jobsworth hat - he was nearly told what to do with his scones. We eventually sat outside for our tea and scones. Neil led us to The Old Dairy Antiques Centre and then headed back to the campsite where he decided to go on a long walk with Andrea and Blade which included a local pub visit with I'm sure a few large alcoholic drinks.

The Armours came and joined us in Dobie's Diner for their last night where we again enjoyed a few drinks, nibbles and managed to sort out a few world problems.

In the morning the Armours headed home after saying goodbye and thanks to us all.

Nothing had been planned for Monday so Fiona, myself and the three dogs went to Bamburgh Beach and spent most of the day there but also visited Seahouses for a snack. This was another interesting situation, we ordered our tea, coffee and two cheese scones. The tea and coffee arrived but no sign of the scones. After about ten minutes Fiona went and asked about our scones and was told they were just coming. They eventually arrived about five minutes later but were fruit and I can't eat sultanas. We pointed out their error and the answer was they didn't have any cheese scones. We asked for plain scones and were told that would be OK. However, after another eight minutes the scones had not arrived. Again, Fiona went inside and asked for a fresh pot of tea for me as it was now stone cold. Tea and scones eventually arrived and I must admit they were worth the wait as they were delicious. During our time of waiting we got talking to a lovely couple at the next table - they also had problems with their order and didn't get what they ordered either. The beach was stunning and the dogs fairly enjoyed running about and exploring before and after our visit to Seahouses.

Neil, Andrea and Blade went for a walk down at the river in Wooler which they enjoyed.





That evening Fiona and myself went for a meal to a fantastic local Italian restaurant (Milan) which we had visited five years ago with John and Margaret Armour & David and Joan Lodge. We can assure them that it is still of a very high standard. Unfortunately, Neil and Andrea could not join us as they were dog sitting. I'm glad we booked in advance as for a Monday night it was fully booked with no free tables and people were being turned away! We walked back to the site at about 10.00pm very full, well-watered and content. Took the dogs for a quick walk then straight to bed and to sleep.

A big thank you to Neil and Andrea and also to the Armours for making the effort to come.

A great weekend was had by all.

Thank you again Neil and Andrea.

*Fergus Dobie*

*[Let's have a good turn out for the Autumn in Angus run and the AGM still to come in 2022 - see pages 14-15 Ed.]*

## Members' comments on the Centenary Event

What a brilliant event and an incredible piece of organisation. Congratulations to all involved.

So many interesting cars and great to meet so many friends from way back - hurrah for name tags!

*Tom and Joyce Abernethy*

Judy,

I cannot imagine any car club or even professional events company could improve on the organisation by A7CA for the Centenary Rally at Moreton-in-Marsh. Everything from the site layout, the accommodation, the entertainment, the food,



the marshalling, the displays to the trade stands was excellent.

My only disappointment was that there were no other AEWs in attendance, though I did speak to the owner of a 1933 2-seater AEW.

Although a 340-mile journey, it did allow me to visit the Morgan factory in nearby Malvern.

I attach a photo of mine on site (in a class of its own?), and on return home on Sunday, in the rain.

Regards,

*Niall Mackie*

# Autumn in Angus

## 24th and 25th September

The 'Autumn in Angus' event will take place over the weekend of 24<sup>th</sup> and 25<sup>th</sup> September 2022 and will be based at the Drumshademuir Caravan Park. This event was originally planned for 2020, but all being well, we hope it will go ahead in 2022. It is intended to arrange expeditions on Saturday and Sunday through the Angus glens. (Lethnot and return is 40 miles, Clova and return is 35 miles). The site is situated on the A928 north of Glamis on the A94 and is 2.3 miles from Kirriemuir.

Drumshademuir are offering campervan and caravan pitches to SA7C for a fixed price of £27.00 per night. Bookings must be for a minimum of 2 nights. As a result of changes made due to Covid, all bookings must be made through the Drumshademuir online booking system which can be accessed via their website, <https://www.drumshademuir.com/> There are also glamping pods available on site (I noted that the website is still showing 2019 prices.)

The site has advised that "when members are booking, if they select a hardstanding or grass pitch for 2 people and use the promo code Austin7, this will apply the discount to the usual nightly rate. The promo code box is found on the top right-hand corner of the first page when guests select their pitch type. If they have any extras i.e. an awning or 2 cars and it would be helpful if they could let us know if they are a campervan or touring caravan, if they can detail this in the special requests box and this will not affect the nightly rate. We check all our bookings as we receive them and will allocate pitches beside each other."

The site has a small shop, a laundry and shower facilities. There is an independently run bar and restaurant at the entrance. There are several hotels in Kirriemuir.

Peter Lawrie



# Club AGM Weekend

18th - 20th November

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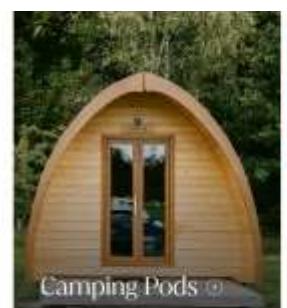
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# Four Magnetos (cont.)

## Magneto No2 (BLIC N4R)



So the hunt was on for a BLIC N4R. All the information pointed to this being the most common magneto fitted to early Austin 7's but my odd crankcase still gave me cause for doubt, would it fit? The first one I found looked awful with serious corrosion of the aluminium body and big holes in the cover. The owner had an over-inflated view of its value and as I wasn't absolutely sure it was going to fit I didn't pursue it. Another BLIC became available and although it looked a bit rough, was seized and only being sold for parts or repair it was at least complete and would allow me to try fitting it if I could buy it at a sensible price. As soon as it was delivered it got tried in situ and yes it fitted now all I had to do now was make it work.

Magnetos are mechanically fairly simple and have a lot in common with coil ignition systems. They have a coil with low and high tension windings, a condenser, a set of contact breaker points, rotor arm and distributor cap. The only real difference is that the electric supply to the low tension windings does not come from the car's battery but is generated within the magneto itself.

The Wragg is the only car I have fitted with a magneto engine so this was moving into a new area of expertise. Reading through various texts on magnetos it became clear that information on user maintenance was limited to timing, cleaning and adjusting of the points and that "any further dismantling is unnecessary and should be avoided". All the indications were that magnetos are not to be tampered with by enthusiastic amateurs!

Any further dismantling was going to be a problem anyway as it looked as if the magneto had been found in a field -heavily corroded in places, areas of the aluminium were just white aluminium oxide dust and rusty steel fixings in aluminium are never good news. Undaunted and with a lot of patience, liberal use of penetrating spray and using a screwdriver mounted in the pedestal drill all the screws finally got removed. Apart from the rusted solid bearings and corrosion

around the rotor, the internals didn't look too bad but at this point the enthusiastic amateur gets to a real catch 22 dilemma. Most texts warn that any action that causes a break in the magnetic circuit such as the removal of the armature/inductor or magnet results in a dramatic loss of magnetic strength that can only be restored by re-magnetization. This requires specialized equipment which most people don't have access to but if the bearings at each end of the rotating armature or magnet need to be changed then it has to be removed. And this wasn't my only problem, the blade on the rotor arm and the contacts in the distributor cap were both made from steel. The inside of the distributor cap, like the rest of the magneto, had suffered from water ingress causing significant corrosion and the build-up of rust around these parts. The HT lead securing screws proved to be immovable and the build-up of rust around these steel components appeared to have caused the Bakelite material of the cap and rotor arm to crack.

Obviously some new parts were going to be required before we could move this project forward. Some new bearings and insulating washers easy enough, lots of suppliers all vying for my business but a new cap and rotor arm absolutely not, no chance! The best suggestion I had was to find and buy another BLIC magneto and hope that it was in a better condition and use it for spare parts. Considering how difficult it had been finding one BLIC magneto I didn't really think that was a viable option. I decided to try and save the distributor cap by drilling out the HT lead screws, if it was successful, game on, if it failed nothing lost! After making a jig to hold the cap and some very careful drilling I managed to drill out and re-tap the screws. Next the rotor arm, again it was either going to work or fail. The Bakelite around the arm was cut away and the steel arm prised out, a new one made out of brass and the rotor arm built up using Araldite which was also used to fill the cracks in the cap.



Finally, it was only the bearings that needed to be replaced but that was going to be impossible without first removing the rotating magnet element. Maybe if it was done quickly it would be OK. but that was never going to happen. The rotating magnet of the BLIC is mounted on two magneto bearings, one at each end. The inner races are pushed hard up against the magnet and you can't get behind them to drive them off, what's needed is a puller that locates in the shallow ball track to allow them to be pulled off. At the rear of the magneto the outer race is pressed into a



were put into the deep freezer for a couple of hours before being pressed home into the housings along with insulating washers. I wasn't sure why the bearings needed to be insulated as there is no electrical windings on the magnet but as the old bearings had been fitted with insulating washers the new bearings had to be refitted with them. The inner races were heated up on a lab hot plate and held at 100°C prior to being pressed onto the rotating magnet shaft.

Putting the magneto back together is just a question of timing. In the fully advanced position the cam operating the points requires to be fitted so that the points are opening as the trailing tip of the rotor pole has just cleared the armature pole piece. The cam rotates at engine speed so only has two lobes giving four sparks every two engine revolutions. The distributor arm is fixed to a half speed gear driven by the rotor and only rotates once for every two engine revolutions but you need to make sure the half speed gear is correctly fitted to ensure the arm is pointing to a contact in the distributor cap at the same time as the points are opening.

Finally the moment of truth as I flicked the Simms coupling to see if there's any sign of life and yes I see a blue flash and hear the crack of a spark. Next, I mounted it on the lathe so that it could be driven continuously to check all four plug leads for life and yes, all four sparked. It would possibly be beneficial to get the magneto re-magnetized at a later date but at that moment the plan was to try it in the car. I still had to make a new securing strap to suit the smaller size and also sort out a control mechanism for the advance / retard.

[to be continued in pt. 3 ... ]

*Gerry Flockhart*

blind housing so again, you can't get behind it to drive it out and at the front end the outer race is not only pressed into a blind housing it's also located at the far end of the magneto body.

More browsing of the internet and some very useful information found on special pullers for removing the inner races from the rotor and outer races from blind recesses but unfortunately nothing in the size I needed so, the next days were spent making a few special tools.

Once the old bearings had been removed fitting the new ones was a bit of a fiddle. The outer races

# Club Holiday 2022

On our way to the centenary celebrations at Moreton-In-Marsh, we stopped over at Holme, a small village not far from Kendal, in the Lake District, along with four other couples, club members, and had a great time touring about together. Margaret and Alan Tett had kindly offered their field for camping for ScA7C members. We arrived on the Thursday, and left on the Tuesday. Margaret led the way on our runs out, taking us all over, with a visit to the “Lakeside Motor Museum” not far from Lake Windermere. An interesting place to visit, great exhibits, especially the history of “Bluebird” and the Malcolm and Donald Campbell story. Stopping off at various coffee shops on our journeys, we never went hungry. The “wallings” ice cream was something else!! A visit to a salvage yard / antique shop was great, plenty to look at. I noticed an old telephone kiosk / box, priced £2500.00!!

A run to the coast, took us to “Knot end on sea” at the mouth of the river Wyre, where L.S. Lowry had painted one of his famous paintings. A nice view point, looking out over the estuary to Fleetwood. Most of our group took a short ferry trip across to Fleetwood, plenty to see, as the RNLI was having an open day. Margaret took us to a fish and chip shop, on a lovely summer’s evening for supper. The shop had a unique system of service / takeaway, which resulted in you having to wait approximately one hour for your supper! The wait was worth it! The fish and chips were excellent!



# Club Holiday 2022

I was travelling with Ally Sutherland and George Newsome. Ally and George in Ally's motor home, I in my car and tent! We had a great time together. On our first night at Holme, we went to the local pub for our supper, which served up really good food. Ally volunteered to pay for everything on his card, for the whole trip (!) on the understanding that he would keep all the receipts, which at the end of the trip would be tallied up and split between us. This arrangement had a dramatic effect on Ally!! He took great joy informing George and I regularly, how much we owed him!! He couldn't sleep at night, in case we managed to get hold of the receipts, and some went missing!! Which we would have done, given half the chance!! All good fun.

The weather during our stay was really good, a great opportunity to take the Austins out on various runs.

Thanks must go to Paul Watson for arranging the stopover, and thanks also to Margaret and Alan for their kind hospitality.

*Allan Morrice*





# Austin 7 Centenary

## *Four go mad up the Hill at Prescott*

Wednesday 20th July 2022 started like any other Wednesday, at early o`clock out of our campervans and tents jumping into our respective 7s for an 8 am bumble across the Cotswolds to sign in for the chance to drive up the famous Prescott Hill Climb.

Mr and Mrs Goodfellow were assigned the task of navigation from Moreton-in-Marsh to Prescott, due to the fact they had one of those rare cars that Herbert Austin had the foresight to put in the new-fangled “sat-Nav” in the 1930s and nothing to do with the fact that none of the passengers in the other cars could be bothered learning navigation short-hand.

I am reliably assured that we travelled in a convoy of no more than 3 cars.....ish

After a few Hiccups we arrived at Prescott, we were assigned to our various car paddock zones. We were in Parade 2 so were directed to Zone M, parking beside Adrian & James Moon and Jez Parton on one side and Allan Morrice in his green Arrow on the other, who had a very special guest to take up the hill, a certain Michael Pell the previous owner.



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# Moreton-in-Marsh

Then began the lengthy sign on process aided by coffee and a Danish. I think it's safe to say the sheer number of us all clutching our Motor Sport U.K. Driver Licence numbers, thinking we were proper racing drivers now, may have overwhelmed the organising committee as eventually the briefing was reduced to an announcement over the public address system as to the do's and don'ts on the course.

Issued with our purple wrist bands and car number we were all eager to watch the individual runs of paddock cars, which included the magnificent Jamieson side valve, Rubber Duck and the Wraggs amongst many other variants of Austin 7.

We found the best place to view was just below Pardon Hairpin, that looks like a steep imposing hairpin, across the track from Orchard Corner. It started to rain a bit, but as it had been the hottest day on the Tuesday we had come prepared with umbrellas.

Originally it had been intended that Sharon and myself would be going up the hill in "Daphne", but somehow we "acquired" two more passengers in the form of Mr & Mrs Goodfellow. The more the merrier!

The call went out..... " Drivers in Second Parade, please go to your vehicles" This was it... we were going to go up the Hill.....

Oh poop... it's raining heavier now. Never mind, put the hood up, make sure the bunting is attached.

There are four of us now, what are we going to do with the chairs, wicker hamper, umbrellas, tools, fuel can, side screens, tonneau cover, hood cover and spare trainer!!!!!!!!!!!! (for those of you who don't know, I have to wear a racing shoe on my right foot just to get my big foot to press the accelerator pedal and not the brake at the same time. It looks odd but hey, it works for me)

Anyway, back to the sheer amount of crap you can fit in the back of a Chummy. Just dump it at the back of the car on the tarmac and put the tonneau cover over it all it will be fine.

Right, everybody get in, where is Andrew? He has his head in Gerry Flockhart's Wragg, next zone below us ... *[Gerry's car is pictured opposite ... Ed.]*

ANDREW get up here and in this car now!!!!

Judy and Sharon got in the back with some difficulty, I'm 6 foot, the wrong side of large and my seat back actually touches the rear wheel arch inner so they had not a lot of room behind me.

Now for some reason even though we were smack in the middle of the car park I was ushered to the front of the pack with not a clue where to go and some 50 cars following me. So off we go slowly down the road towards the paddock office and the entrance to the start line. We are stopped and told to wait. That hairpin is now starting to get to me, how much metal can I shave off the gears from second to first? Will it be a tune the crowd recognise? Will I stall and roll back? O.M.G. there are four adults in here!!!!!! are they going to have to get out half-way and walk?

# Austin 7 Centenary

We are called to the start line, the steward checked that we all have purple wrist bands on, Andrew is hiding his. Then we get the “pace” mini pulling up in front of us. After a short wait the lights go green the mini sets off and I try my hardest not to wheel spin “Daphne” off the line.....haha!

The G forces push us all back in our seats as the front of the car raises up slightly with the sheer force of the low-down torque. I struggle to keep her on a straight line as the torque steer tries to send us into the left-hand barrier ... or maybe we just set off gently to much hollering and whooping from all four of us just happy to be on the climb waving like crazy, we spot a few faces in the crowds. You may have heard or seen us going a little bit mad.

Up to second now coming under the bridge, do I go for third? No, that's a big hill up to Ettore's bend and I have seen Chummies with two up struggle. Keep her in second all the way round, down the hill, keep her on the outside of the curve, up into Pardon Hairpin, this is it, don't cut too tight, keep momentum, first is coming but when? Don't leave it too late. NOW before it levels out, yes, only slight grinding. Past the marshall point, thumbs up from them, back into second, come on mini I'm gonna overtake you. Still climbing through The Esses, don't roll off, pick the apex of the curve, round Rolt Corner, oooo that was a bit tighter than I thought it would be. Look down through the clearing back towards Ettore's and Pardon bends to see a snake of Austins making their way up the hill.

Final bend Semi Circle and we are over the finish line just a tad outside the record of 34.65 seconds but I didn't think it would be fair on the Bugatti club if we walked away with the record first time out.

Back at the paddock I think it was safe to say all participants were “buzzing” from such a memorable experience. Allan had managed to take Michael up in the arrow and the sheer relief was visible in his face.

Daphne had done us proud.

The hill may only be 1,128 yards long but it will be 1,128 yards we will never forget. Thank you to the Centenary Committee and Prescott Hill Climb for such a memorable day.

Daphne now has a tramp stamp in memory of the occasion



Paul

Watson

# - Moreton-in-Marsh

Myra and I have just returned from the best Austin 7 party ever. The organisation and work of the volunteers made it seamless and a joy to be there.

I had driven my ruby JS5134 to the 50<sup>th</sup> at Longbridge so felt it was only right it should attend the 100<sup>th</sup>. We arrived on Tuesday to a great welcome and met friends old and new. Louise the Swallow Registrar played her Saxophone in the marquee which got proceeding off to a good start; the Gin Bar and Real Ale Bar both helped.

Wednesday, we set off for Stow-on-the-Wold and Myra had some retail therapy. This, along with Bourton-on-the-Water were in our opinion the 2 prettiest villages in the area. We had a further run along the minor roads and ended up in Chipping Norton before heading back to base. The Oompah Band that night were brilliant and seeing Ally, Allan, Sandy and George strutting their stuff on the dance floor will be a lasting memory. *[There is even photographic evidence somewhere ... Ed.]*

Thursday was the picnic, which was great, and the hamper even better. What a feast. We were eating the contents for days. A funk band played pop music at night including the Beatles, Oasis and all the favourite anthems but no dancing foursome tonight.

Friday, we visited Bourton-on-the-Water with its Model village and Motor museum and enjoyed a cream tea. We then headed from Winchcombe by small single track roads which were challenging and about a mile from the village a warning stated use low gear for one mile. Well it was a 1 in 10 and almost straight down. The Ruby's brakes completely faded 2/3rds of the way down so I pulled over to find smoke coming from all 4 wheels. Luckily normal service was resumed after a 10 minute stop. The Ceilidh was tonight's entertainment and it was again superb as the whole week had been.

Saturday saw over 1000 Austin Sevens on display and I do not think we will see the likes of that again! We had an engagement on Sunday so missed the final night, but reports say it was a grand finale.

I was so glad that we made the event, saw so many friends some of whom we had not seen since the '80s. It was, above all, what the Austin Seven movement is all about. We are just like one huge family.

*Charlie and  
Myra  
Carpenter*



# Austin 7 Centenary

I have to start this article with congratulations to the A7CA and all those who also joined in to organise and run this fantastic event. To take on the planning of a six-day event with the possibility of over a thousand A7s and I guess over three thousand participants attending is a task which would have stretched many large professional organisations. Putting a cost to this and the resultant risk must have been frightening. For those of us Austin 7 lovers from all over the world who attended, this was a brilliant success which provided interest, friendship, activities, entertainment, accommodation, food and drink and a lot more for everybody of all ages to enjoy to the full.

When the celebration was first advertised, I realised that having had to give up driving and sell my Arrow, the chance of going down to Moreton in Marsh was not possible. Then my phone rang and my daughter Cara and her husband David were asking if Brenda and I would like to go. No thinking time was required and ten minutes later Cara was on the A7CA website booking tickets for us and her entire family. Another ten minutes and she had also booked hotels in Moreton.

On **Tuesday 19th July**, five of us, grandparents, parents and grandson Peter (Tasha and Katie work in London and were coming by rail) left Killearn early and set off in the Volvo and the Mini. We enjoyed a rapid run down the 360 miles to Moreton apart from a delay resulting from a serious crash on the M6, arriving there at 4.00pm. After a quick check in at the hotel we went into the site to check in and get all the passes and badges required for security and enjoyment started.

The site was originally used as an airfield by the RAF from 1939 to 1955 and Wellington bombers were stationed there. It was handed over to the Home Office in 1959 and developed into the HQ of the UK's Fire and Rescue Services and location of the Fire Service College. It is spread over 500 acres of land giving the rally all the space it needed. Access to and security on the site was provided by very helpful staff of the College. A7CA volunteers were uniformed and set up all over the site to help direct those arriving to find their parking places, location of the buildings that were in use and to answer any questions. They were very welcoming and helpful.

After settling in we went on a tour of the site to see if we could find any ScA7C members, in particular Allan Morrice the owner of Arrow OJ3844 (once mine) who had promised to drive me up the Prescott Hill Climb among the 100 A7s who were on the parades the following day (more of that later). We found Allan and then Mitch and Jetta Sorbie which was a good start. Ruairidh Dunford was in charge of the camping area and was very busy getting campers located but found time to greet us and meet Peter who had booked a tent site. Then back to the hotel for dinner and sleep.

**Wednesday** was the day of the Prescott Hill Climb which had been arranged between the A7CA and the Bugatti Owners Club who own the hill. This was another successful day which had been organised along the lines of a Garden Party complete with jazz band and with visitors encouraged to wear period dress to add to the occasion.

During the morning all the drivers and their passengers who were going to drive up the hill had to register and present their Sport Licences (which had been supplied before the event) and sign in. This is a long-time professional motor sport site so rules are strict for safety purposes.

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# Moreton-in-Marsh

In the Paddock lower area the British Motor Museum had sent along a selection of the racing Austins from their collection including the 1923 Boulogne GP entries, a 1931 Rubber Duck and the successful single seater twin cams of the late 30's. Thirty or so other historic racing cars, specials, and single seaters were also on display. This took me back to my early years in following motor racing when spectators could wander around the pits area and meet the drivers and get close to the cars which was very satisfying.

The rest of the day needs to be written up in a separate article so I will merely say here that two parades of the lucky 100 Austin 7s (which included Arrow



OJ3844), many of the specials and all these racing cars went up the hill in the afternoon session to demonstrate their abilities.

**Thursday** was planned as the picnic day outside the enormous marquee, or inside if it rained, but it stayed dry. As we sat in the sunshine tucking into our baskets or the very nice, purchased lunch hampers available in the marquee we suddenly heard Ruairidh Dunford announcing in a very loud voice from amongst the throng of picnickers that we were exactly at the moment when 100 years ago the very first Austin 7 came out of the factory gates at Longbridge. We were then asked to stand up, give a big clap and sing "Happy Birthday to you" which we felt was a nice touch.



The rest of our day was spent walking around all the various parking areas looking at an incredible number of different A7s. It was fascinating to see the difference between the ones that we know and the Dixi from Germany (father of the BMW), the Bantam from USA and Rosengart from France. Some of these were rally entrants and others could be seen in the “Pop Up” Museum in the main building which also housed the racing cars seen at Prescott.

**Friday** was for us, exploring the beautiful Cotswold villages and we went to Bourton on the Water which is a place that is very special with its walk round miniature model village built in 1937 and still adding newer buildings in original Cotswold stone at a scale of about 1 to 20 (my guess). Unmissable for any tourists in this region. On leaving Bourton my granddaughters decided that on the return journey we should visit Diddly Squat! For those of you who do not read the Sunday Times this is a development of Jeremy Clarkson’s farm into an “Emporium of Edible Delights” which is not popular with local people. Having now seen it I can understand why. However, there were about six Austin Sevens there in the huge car park and a lot of families so perhaps it has some value to younger people.

The day ended for us with the family deciding that the “Ceilidh Factor” being held in the marquee in the evening was suitable to end the fun of the week. Brenda and I didn’t feel up to this, but the younger ones all went and reported that it was a fabulous evening during which they danced continuously and enjoyed quite a lot of liquid refreshment. They were happy to know that it was one of ScA7C’s contributions to the event.

**Saturday** was the big display day for the cars in lovely sunny weather. We spent the morning in the “Pop Up” Museum which in addition to the racing cars had an interesting series of displays upstairs.

In one room old films from the factory showed how various components of the A7’s were constructed by hand and reminded us how manufacturing took place in the days before robots and modern methods. The number of tradesmen and women employed and the speed at which they worked was phenomenal.

Another room presented “Art and the Seven” which covered everything from 1920’s catalogues, posters and drawings up to splendid modern artists’ nostalgic images which are used for greetings cards, calendars and jigsaws. I heard many people saying how much they enjoyed this display.

Some of the many trophies held in the Association Archive were on display in a third room where the beautiful Blue Monza Cup won in 1923 (yes, the first year of the A7) and the Autocar Trophy won in 1937 were two of the most impressive.

The other room contained a fascinating series of items. These included Stanley Edge’s actual drawing board and tee square with one of his drawings on it. Whilst this was somewhat faded, it was visible and a fantastic souvenir of the very early days of our little cars. Other interesting historic stories, pictures and unusual components ensured a long stay here.

We moved for lunch back to the marquee again and as we sat eating

we were keeping our eyes open for the WW2 Spitfire fly-past which had been scheduled to come over. Suddenly from behind the trees at the edge of the site there was the roar of the Rolls Royce V12 Merlin engined plane racing over and fortunately

for the photographers returning on a second run a few minutes later. For the oldies among us this was a very special moment.

As we carried out our last walk around the incredible selection of Austin Sevens, we were delighted by the Eureka Jazz Band playing at various checkpoints around the site during the afternoon. This band has played at many A7 anniversaries since 1972 and their selection of Jazz from the 1930's was brilliantly played and enjoyed by all ages. My musically talented grandchildren in their early twenties were as enthusiastic about the music as those of four times their age much to my surprise and pleasure. What a lovely end to a joyous occasion.

During these few days we were delighted to meet again so many of our ScA7C friends that we had made during our twenty years in the club but had missed recently



[Look at that grin! Photo by your Ed.]

due to the pandemic and not having an A7 anymore. I haven't space here to mention all those we met up with at Moreton, but we would like to wish you all the best.

If readers haven't seen the magazines produced by the A7CA for the Rally - the Centenary Programme, the Exhibition Guide and the Prescott Hill Climb programme, I strongly recommend that you find copies and read them in detail. I have found them very helpful when writing these notes and will close with a note of thanks to their authors.

### *Michael Pell*

Having acquired "OJ" four years ago, from Michael Pell, I have kept in touch, sending photographs, stories and adventures that I have had with "OJ", as I know how passionate Michael was about the car, he only sold it due to his health. The Centenary event provided us with a perfect opportunity to meet-up. At Prescott, Michael accompanied me on the hill climb, which was a fantastic experience for us both. Michael and Brenda owned "OJ" for over twenty years! and I'm sure that connecting with "OJ" again brought back many a fond memory for them both.

### *Allan Morrice*

# Austin 7 Centenary

After some weeks of prep for car and trailers, the Brian James flatbed trailer had been sold and replaced with a new Ivor Williams steel trailer. Needless to say, the trailer bed was too wide for the Big Seven by an inch, due to bolts protruding into the grooves.

As time was short, we took the trailer back to the Stirling market depot. Heading South to Penrith for a light lunch, prior to meeting up with the family at a hostelry just North of Oulton Park, with an evening in the hot Cheshire countryside.

Tuesday was the day the centenary event opened at Moreton-In-Marsh, an easy drive South via the A49 and East via the A44, door to door 190 miles. The A44 is a pleasant drive via Whitchurch, Shrewsbury, Ludlow to Leominster. All the towns now by-passed. The A44 passes Worcester and Evesham to Moreton where we arrived at 1500 hrs at the Fire Service College. This previously was a family estate, then a WWII airfield and now a training college located in the Cotswold country.

The choice of the college for this special even was first class for accommodation, catering and events having wide, open spaces for parking, picnics and family gatherings. A schedule of daily events was provided for the five days on site.



The distinctive character of the Cotswold hills is derived from the wool and stone, traded long ago by medieval merchants. Water mills abound alongside churches and manor houses, reflecting the prosperity of former times. The centenary mid-week Wednesday event took the Austin's to the Prescott Hill Climb to stretch their legs in the centre of the Cotswold's. The day was damp but enjoyable, courtesy of the Giles family and the Bugatti owners club welcoming all A7's.

Thursday was the actual day in 1922 when Lord Austin introduced the A7. This was celebrated with a picnic on the lawns of the college mid-day. Entertainment was provided each evening with music in the marquee. An ensemble outdoors of many hundred cars on the Friday, was accompanied by spares stalls and the museum of

# Moreton-in-Marsh

Austin memorabilia. This was continued into Saturday, the rally day with open air band music and a Spitfire fly past by the RAF.



Sunday, we retraced our route via the A44 and A49 to the accommodation by Oulton Park for the family gathering to review our week's activity. Monday, we continued the journey home via a Penrith stop for Cumberland Sausage. Travelling North we experienced heavy rain contrasted to the journey South with extraordinary high temperatures @ 40c.

Our thanks and congratulations to the A7 organising team at Moreton-In-Marsh Fire Services College for a really enjoyable week of Austineering with the opportunity to meet up with so many old friends.

Travel safely,

*Paul Rickards*



Nick Beck looking dapper for the Centenary picnic.

Ally attempting the sales pitch on Jetta in the Lake District outside the Motor Museum that houses Bluebird. This didn't work for him, so he had to take it all the way south in the end. Ed.

# Austin 7 Centenary



# - Moreton-in-Marsh

The centenary rally was like nothing I had ever seen before. It was really exciting and I was impressed by the scale of the event. The lively ceilidh was my favourite part!

*Iona Gibson*

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Hi Judy,

As Treasurer for the A7CA Centenary Event and member of both the PWA7C Ltd and SA7C, I wonder if you could fit this into MP -

Whilst the whole of the Centenary Celebration was "EPIC" there were one or two moments that really 'shivered me timbers'. The flypast by a spitfire over a carpark of nearly 1,000 Austin Sevens was certainly one, and the Service of Celebration conducted by Rev Gavin Boswell was another.

His/the Blessing at the end of the Service was as follows:

"Bless our Association, cars and drivers, and all who ride in them,  
may the wheels run true and engine purr,  
in travelling on the roads, may we be ever alert,  
moving safely from our start ,to our destination.

Bless all with good common sense and responsible actions,  
keeping safe, those within and those outside our cars,  
May safety and sobriety bless our members always,  
throughout the world and in our Austineering.

Many thanks in anticipation, it was good to see Andrew at the event, though I did not get to see the whole of your family,

YoursAustinHeavenly

*David Lucas*

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It was great seeing everyone enjoying themselves celebrating the long life of these cars. Not only did I enjoy the event, but I enjoyed my afternoon swim with friends and family.

*Roslyn Gibson*

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I was honoured to play a small part in helping out at this historic event which I had heard so much about from Neil over the past 2 and a half years. For me, a highlight was attending the thanksgiving service led by Rev. Gavin Boswell in the beautiful Fire Services College chapel.

*Mary Anne Gibson*

# Austin 7 Centenary

*The Archives brought to Moreton-in-Marsh  
as a Pop-up Museum*

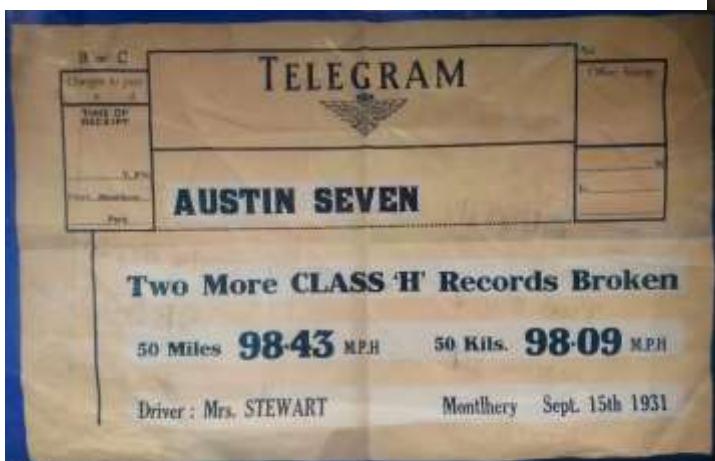
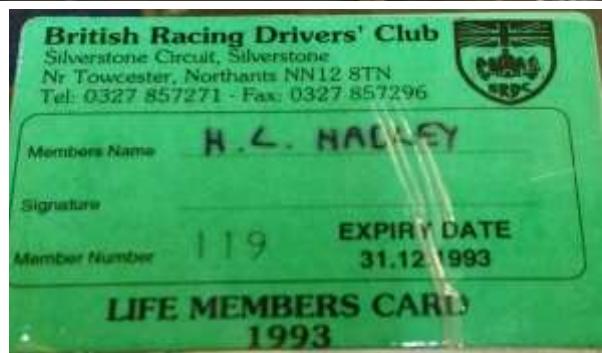


There was brilliant artwork on display, including our very own members' book and art - Scott Paterson and Tanya Dunford: 'Willow and Monty Go to a Wedding'

# - Moreton-in-Marsh



# Austin 7 Centenary



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# Moreton-in-Marsh



# Austin 7 Centenary

## 1930s - GREATER MOBILITY



Prior to car ownership, access to the countryside was limited in the extreme and cycling was probably the most popular way of getting about, the bicycle, for many, being the only real option for independent travel.

But the limitations on access to land led in 1932 to 'The Great Trespass', when hundreds of men and women defied the law to walk over hills and moorland to the plateau of Kinder Scout, Derbyshire, defying the local private landowners.

The protest was orchestrated by British Workers' Sports Federation

(BWSF), which organised walks and cycling trips for young workers from Manchester and surrounding mill towns. This resulted in the creation of the National Park system and the 'Right to Roam' giving people greater access to the countryside.

With the ever growing number of car owners, people were able to use their cars for leisure pursuits, and the car meant a country picnic at the weekend would become a popular pastime.

With a blanket and picnic basket, the world was there to explore.

Similarly, Touring holidays became a reality and an industry grew up to support these exploits – Austin wholeheartedly getting on the act with their County and Regional Tour guides.



# Moreton-in-Marsh

## 1950s - THE STUDENT CAR OF CHOICE



By the end of the decade, A7s could change hands for as little as £5 - making them very popular with students.

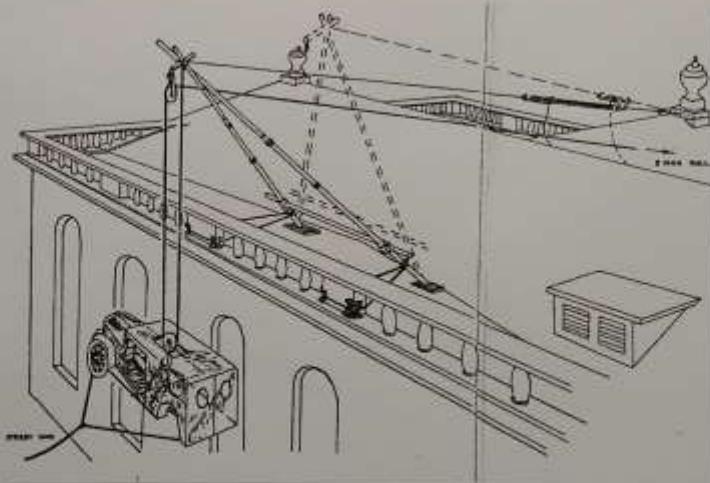
In Cambridge, there had long been the tradition of 'Night Climbing' - the scaling of a university building and leaving of a 'Calling Card'. One such stunt stands out above all others, for in June 1958 Cambridge awoke to see a car perched on an inaccessible rooftop. The images of this spectacle made headlines around the world.

Ringleader Peter Davey had recruited 11 others to realise his plan. A derelict Austin Seven van was found for £4 and 10 shillings. A hole was cut in the roof so that a hook could be attached to a lifting eye bolted to the chassis.

On the chosen night, a plank bridge was created between the Senate House and Caius College and the ground party manoeuvred the car into position while the lifting party on the Senate House roof hoisted it up using an A-shaped crane constructed from scaffolding poles and steel rope.

When some equipment slid noisily down the slate roof, aroused the curiosity of patrolling policemen the alarm signal of someone starting up a noisy Vespa warned those on

Grateful thanks to Frank Bird, Caius College, University of Cambridge and Ines Labunski Roberts for the use of these images



the roof to keep quiet while some of the ground crew were interrogated. Luckily an overloaded passing Bentley distracted the policemen's attention.

The stunt almost went awry when the team tried to swing the car through the apex of the A-frame, over the Senate House balustrade and on to the roof. They had failed to erect a rope check line which would have steadied the vehicle and it crashed on to the roof. Fearing they would be discovered, the lifting team hastily pushed it to the apex, before fleeing over the plank bridge to safety.

Next day attempts by the authorities to construct a crane to hoist it back

down failed and it took them a week to finally retrieve the car in pieces.

Then Dean of Caius, the late Rev Hugh Montefiore, always publicly denied any knowledge of the culprits - but he sent a congratulatory case of champagne to their staircase...



# Austin 7 Centenary



# - Moreton-in-Marsh



Archive photos are printed with permission from **Hugh Barnes**, the Association Archivist (retiring!) who had, with a team of volunteers, put this wonderful 'pop up museum' together for us to wander round at Moreton-in-Marsh.

The museum consisted of special racing cars on the ground floor (on carpet!) with the upstairs hosting a trophy room, many audio-visual display, film clips, an art collection, loads of posters specially created for the event and much memorabilia from days gone by, including models by Inver Models: Peter Naulls.

A massive thank you to Hugh Barnes, David Mawby, Norman Purves, Martin Baker, Richard Dupre, Steve Hodgson, Debbie Land, Hazel Griffiths, Steven Laing at Gaydon and the owners of the racing cars that lined up for our pleasure.



# Austin 7 Centenary



# - Moreton-in-Marsh



Austin 7s as far as the eye could see .... and then a very cool couple eying up some Swallows. (Mitch & Jetta Sorbie pictured)



# Centenary Photobook





# Centenary Photobook





Cars parked up in preparation for the Parade Runs at Prescott Hill Climb Centenary Event





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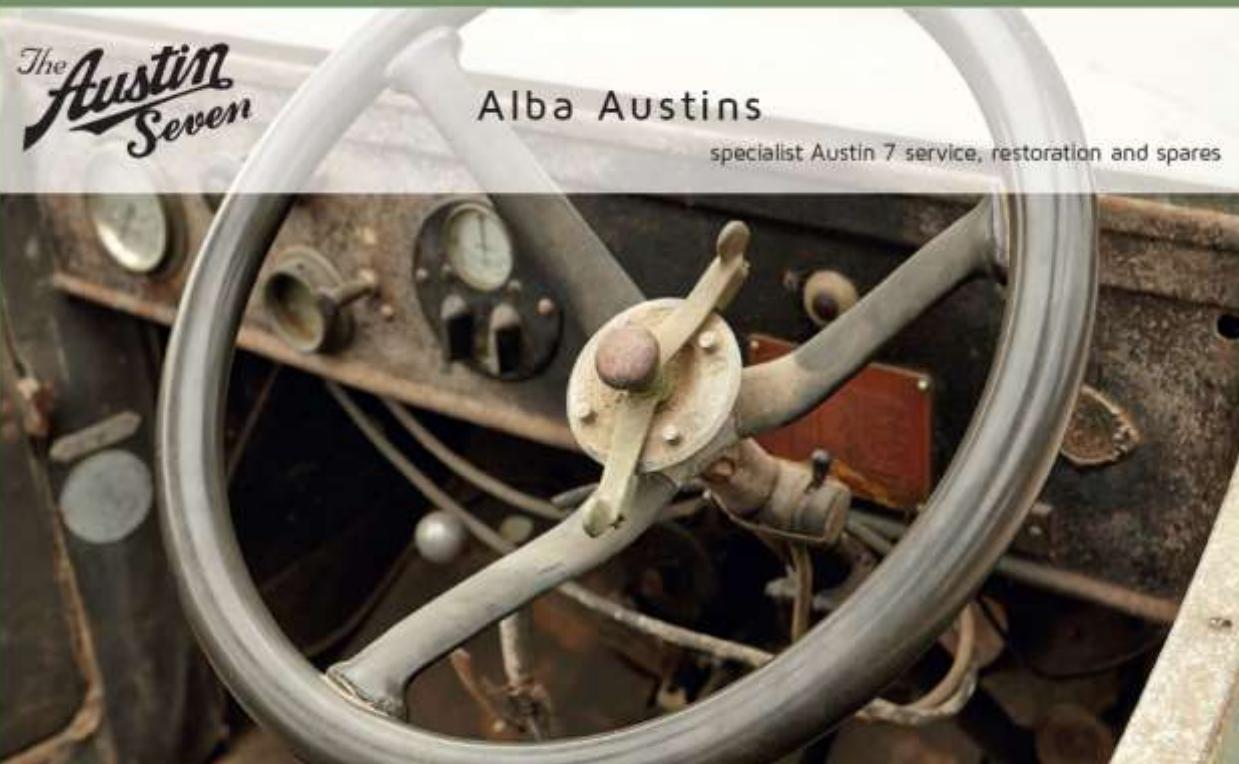
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# 2022 Events Diary

**24 - 25 September - Autumn in Angus  
Peter Lawrie**

**18-20 November - AGM weekend - Blair Atholl  
The Committee**

**Boxing Day Run  
Tbc**



*See you soon!*