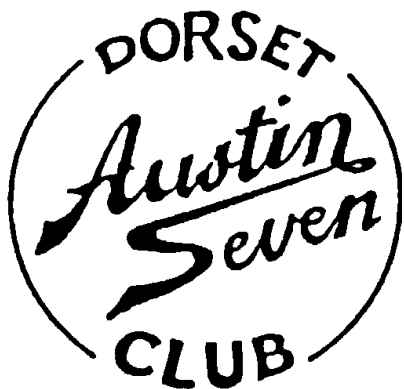
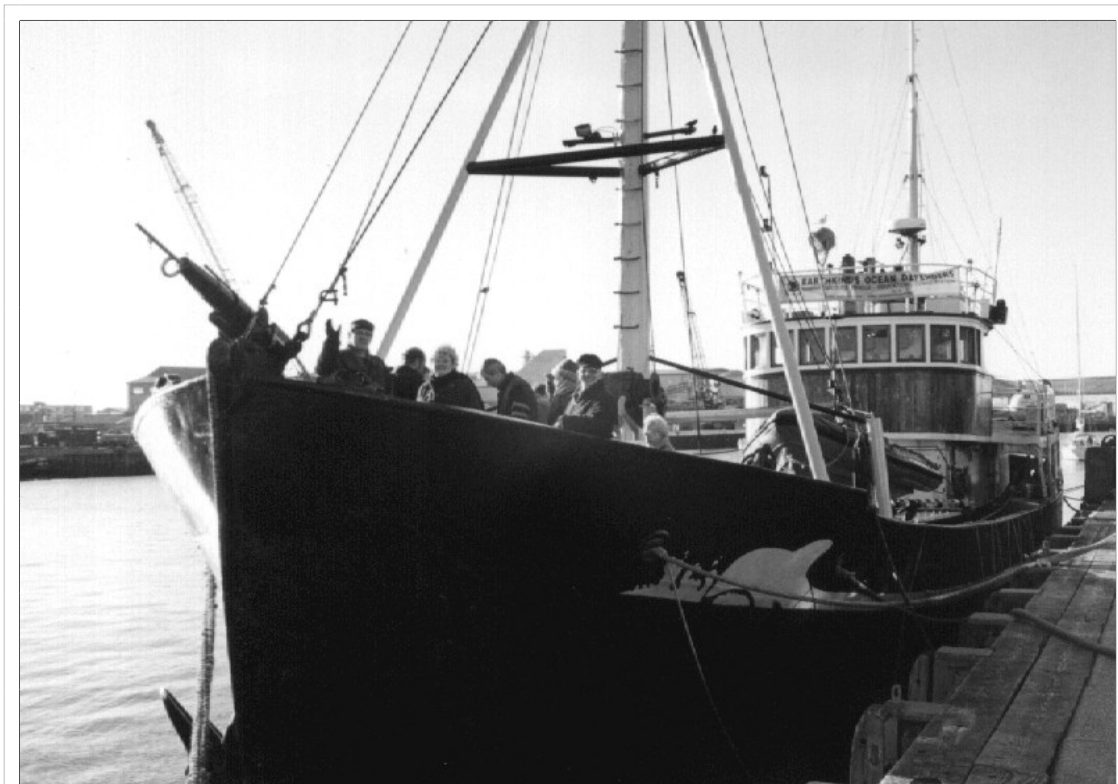




NEWSLETTER

February 2000



The Motor for the Million
Built in the largest and most up-to-date Motor Works in
the British Empire

Member of the Austin Seven Clubs Association

COMMITTEE MEMBERS 1999

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Events Gary Fatt
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Newsletter David Whetton
Editor

Assistant Peter Trebilco
Editor

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CLUB NIGHTS

are held on the third Thursday
of every month at
The Tyrrell's Ford Hotel,
Avon (on the Ringwood/
Christchurch Road)
B3347

All aboard! for the DA7C on the last Club Run of the year/century/millennium. The gang is aboard the OCEAN DEFENDER - a conservation vessel run by the charity EARTH KIND. More pics on page 5

EDITORIAL

On January 29th., a lucky band of DA7C members who are *Friends of Beaulieu* were treated to an enthralling evening at Beaulieu devoted entirely to THE AUSTIN SEVEN. The first speaker was author Jonathan Wood of "The Austin Seven" Shire book who told us the A7 has the greatest number of surviving pre-War cars on the road - a tribute to its oil leaks as much as anything said George - and showed the famous film "The Mighty Atom" in which the A7 engine can be seen in almost everything from a miniature railway to a river hydrofoil! Having recently met a surviving house-keeper to Lord Austin, he revealed a new piece of history - the designing was all done in the basement, not the billiard room. Just when we thought things couldn't get any better, the second half was led by Martin Ayre, owner of one of the few "Rubber Ducks". His history of racing Sevens was enthralling and very informative including an unbelievable twin cam version and he, too, concluded with

old film of our cars going far, far faster than they were ever meant to - 122 mph!!!

This month we have another bumper edition with a write-up from the technical evening with Phil Whitter which we will see quoted for months to come in other A7 mags around the country; lots of Family News together with a Topical Tip from Assistant Editor, Trebs; *two* letters in one month (oh, joy!); a scrummy recipe from Mrs Beaton which doesn't involve two dozen eggs; and a feature on Roger Ballard's son, Edward, as he prepares to set off on his world-wide adventures.

Don't forget - make an editor happy this year - write one article or letter.

Happy Sevensing

David

Deadline for the next issue is 25/2/00 . Please send material to me by post, fax or E-mail or pass it over to the Editorial Team at Clubnight.

SECRETARIAL

I hope you have all got antifreeze in the Austins, as it has certainly been a bit chilly of late. I seem to remember our Chairman damaged his Chummy which froze in the garage a few years ago.

I trust you all learned some useful tips at the breakdown forum chaired by Phil Whitter on Club night. Unfortunately I had to leave early so missed most of it, but I understand that the evening went well.

The run was well attended, so well in fact I was worried that the Pub would not be able to cope, but cope they did and very well too.

Thanks to everyone who donated prizes for the raffle last month - a real lifesaver! Our next club night sees a talk on the Dorset weather-man Mark Ching and it promises to be a different and an interesting evening so see you there.

Glyn

Situations Vacant

Club Photographer and Archivist

Do you have an interest in photography? Would you like to record our goings-on and feats of derring-do? Do you have the right equipment?

Car (Austin 7) not essential, all expenses paid, small remuneration (the odd pint at club nights), large loft an advantage.

Applications to the Company Chairman.

NOT-THE-NEW-YEAR'S-DAY RUN

23rd Jan 2000

There is the old saying "Better late than never" and this definitely applied to Glyn and Pat's traditional New Year's Day treasure hunt and, although some three weeks into the new year, it was well supported.

The route through the forest roads was well planned as it is very difficult these days to find roads quiet enough to enable the hunter of clues to drive slowly and occasionally stop to investigate more closely without causing congestion to other road users.

The final destination was an inn by the name of The Travellers' Rest in Hythe. Here, refreshments were enjoyed and the judging of the contestants' efforts in the treasure hunt was undertaken. The result was a very closely run thing for there were no fewer than four equal first places. The ladies of the top teams were called aside for a tie-breaker question and the

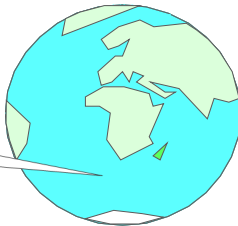
eventual winners were Biddy & Gordon - well done to them.

Unfortunately, we had to drop out of the hunt early on due to clutch problems but were able to make our way to the pub for lunch and return home safe and sound.

The event was once again a most entertaining day thanks to the hard work of Glyn and Pat in organising such a pleasant route and interesting clues.

Marion & Ben Trimby

and many thanks to you both in preparing this report - at least Ben had Marion with him to take notes this time! - Ed.



From the

Does anyone out there have a magneto to coil conversion that would be suitable for an Austin 7? Does anyone make them?
mike_harris@nuneaton6sf.freemove.co.uk

There is a supplier of Lucas vacuum windscreen wiper tube in the UK: Harry Edwards, Yesterday's Components, Wellwood Farm, Lower Stock Road, Chelmsford, Essex, CM2 8UY Engnald Tel: 01277-840697; Fax: 01277-841185. Harry's catalogue quotes: "Vintage style red rubber tubing. First quality supple material. 70p per foot + post. Two sizes available; 3/16" inside dia. and 1/8" ID. Wall thickness 1/16". 1/8" ID is as used on vacuum windscreen wiper motors on Morris and Austin 7, etc." I bought some black wiper pipe several years ago - probably got it from Paul Beck, The Complete Automobilst or Woolies in the UK.
Ian Grace

gracei@lucy.si.com

David-from what we've been able to determine at Gaydon, it seems potassium is the preferred additive in LRP. The main difficulty is alleged to be that the oil companies are using it in different concentrations and this explains why there is no British Standards number. One way or another it is a bit of a dog's breakfast. John Macartney.
jonmac@ndirect.co.uk

(This was in response to the lead article last month. If you use LRP (which seems to be potassium based and later go on to use un-leaded together with an additive, you will only be able to use potassium-based AWAs. On the internet, the general advice is emerging NOT to use LRP in A7 engines but to go straight onto un-leaded. Whether you then use additives is up to you - Ed.)

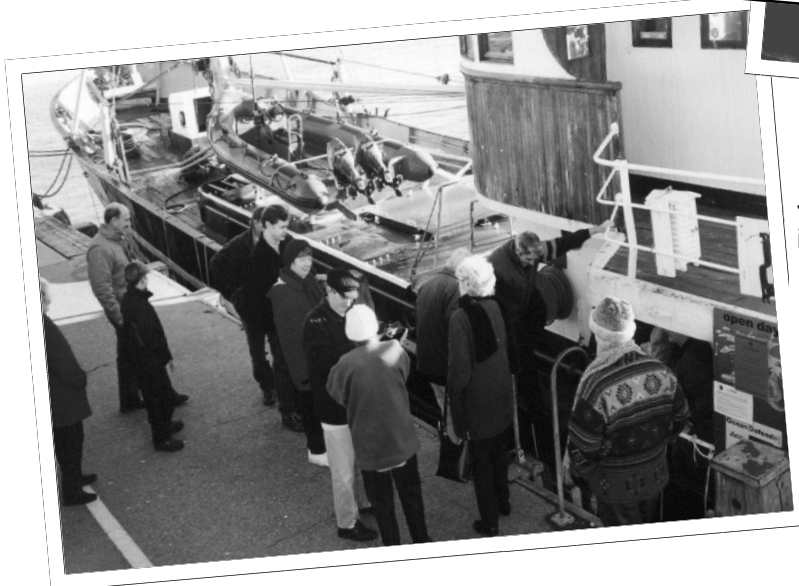
All Aboard!



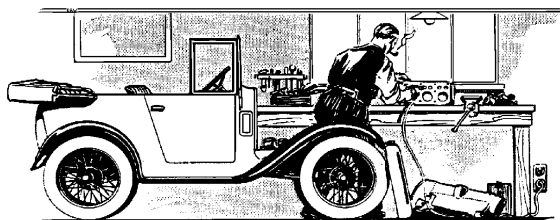
Gary & guide/chief mechanic Derek trying to encourage Members to leap across a mile-wide chasm between ship and shore!



Pre-Xmas lunch at the Slurping Toad



Jeff doing his human bridge impersonation.



technical torque

BREAKDOWNS and how to avoid them!

At our last Club Night we ran a forum where members contributed their personal experiences of breakdowns. We ignored the electrics and worked from engine to clutch, gearbox, propshaft and rear axle ending with the brakes. These are the notes from the meeting:~

BROKEN CRANK

- crack test all cranks before grinding and fitting
- ensure the grinders radius the journals
- use decent conrods and white metal
- keep "revs up/gears down"
- invest in a Phoenix crank!

LOOSE FLYWHEEL

- lap it on and measure between flange and flywheel out of the car. (A7 Service Manual says to use 0.906" sleeve)
- use a good nut & washer and ensure clearance between top of key and slot
- use Loctite 638
- wrong front bearings or fitted the wrong way round can move the crank forward
- make sure the rear bearing cover plate has thin headed nuts to save fouling the flywheel

PISTONS

- only use new ht bolts, new spring washers and Loctite to save the clamp bolt falling out.

CARBURETTOR

Rough Running

- dried-up sediment in the bowl
- chamber bolts loose
- spindle wear
- use a fuel filter in petrol line
- stale petrol (3 weeks to 3 months?)

No fuel

- jammed or dirty needle valve
- sediment in the pump
- jammed pump valve
- "skinning" in fuel line when left standing

Overheating

- sediment in the engine block and/or cylinder head
- radiator core blocked
- kink in bottom hose
- ignition timing retarded
- magneto fan on a coil engine or visa versa (look for blowing not sucking!)

CLUTCH

3-speed gearbox grates in first gear:

- wrong clutch centre plate (spline too long- there are different lengths)
- flywheel nut fouling the clutch centre plate

difficulty in disengaging:

- ensure flange on lever is level with backplate
- cut-off over-long taper pins on cross-shaft to stop fouling the housing
- use four-speed levers and thrust (minus coil spring) on 3-speed box

GEARBOX

- renew selector balls and springs
- check for broken base of gear lever on 4-speed boxes
- Vince has speedo-drives in stock!

PROPSHAFT

- check fabric U-J for splits
- ensure correct length of Carden shaft - there are 3 lengths with the early screw-in torque tube being the shortest
- pin should be in the middle of pot housing at rest

BACK AXLE

Physical:

- inspect early torque tubes for splits at flange
- listen-out for note changes
- fore/aft movement of drive flange indicates loose pinnion nut
- check thrust bearings on diff carrier being the correct way round - thrust face against adjuster nut carrier

Oil:

- check oil levels regularly
- clear oil breather nut on top of tube
- excessive oil on brakes indicates worn half-shaft seals

Half shafts: broken drive shaft key

- hub nut not properly lapped-on
- hub riding on the key (tighten without key and check the number of threads)
- ensure daylight between key and slot
- do not use heavily distressed items
- ensure when hub is fitted that the location of the half-shaft is less than when the half-shaft is pulled hard out without the hub attached.
- if half-shaft locks against the carrier then machine off part of the inside of diff carrier

BRAKES:

Judder & grabbing:

(Continued on page 9)

CLUB FAMILY NEWS

AROUND THE WORLD IN 80 DAYS – ISH

John Harris is not only enjoying a wonderful holiday to Australia, but he's stopping off in Brazil, Chile and Peru on the way! When he does arrive in Australia he'll be visiting both Sydney and Perth. We look forward to seeing you upon your return, John.. Don't forget to bring along the photos to club night.

NEW MEMBERS FROM THE NET

A big welcome to Steve Vine and stepson Shane Marchant from Broadstone who came along to the January club night. They'd found out about the club on the Internet (you can't keep a good thing quiet)! Steve bought his '36 Ruby in the 60s from Amey's Garage, near Lytchett Matravers (Crumpets Valley I'm told - and there must be a story to that name!). In 1969 the poor old girl was put to bed in the garage only to be dusted off very recently. It's now all systems go to get her back into ship-shape and Bristol fashion, and I'm sure Phil 'Mr Spares' Whitter will have an avid new customer!

IT'S A GRANDSON FOR THE CHIEF SCRIBE

Yes, our editor Dave and his good lady Sue have become grandparents. Their daughter Rachel gave birth to Max on 13 January, who weighed in at 7lbs 13oz. All are well and I'm told Rachel and dad Michael as are as proud as punch. Congratulations to you all and we all wish Max a very happy and healthy life ahead of him.

HOW TO GET YOUR CAKE AND EAT IT

What a surprise yours truly had at the last club night. Thanks for all the birthday wishes and I hope everyone enjoyed the chocolate cake. I certainly did, and had chocolate all over my mouth and hands to prove it! I nearly died when I first saw the cake. I'm glad it only had one candle, as I don't think I would have had the puff to blow out the full number!

YOUNGSTERS TODAY DON'T KNOW THEY'RE BORN....

Do you have the same problem as me in remembering your age? No it's not because I'm getting older but I've always had to subtract my year of birth from the current year to be sure. Now that we're in a new century/millennium, it's even harder. However, the youngsters born this year will have it easy. Whatever the year is, that's how old they'll be that year!

IN TIME FOR SPRING

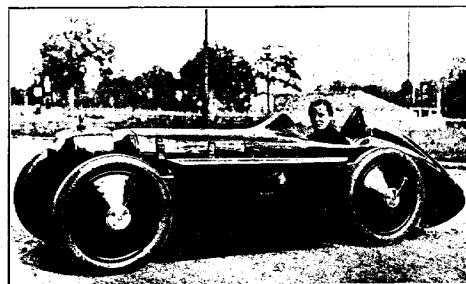
Chairman Bernard is getting near to completing his latest project, a cabriolet. It's been sprayed but Bernard
(Continued on page 11)



JONES (venturing out for the first time in his new car):
"Don't talk for a few moments, my dear, here's a telegraph post coming."

SEPTEMBER 1931 28
AS . . . DEPENDABLE . . . AS . . . AN . . . AUSTIN

*Much the fastest
"baby" in the world!*



THE AUSTIN SEVEN

driven by Mrs. Stewart **BROKE** the following
INTERNATIONAL CLASS H RECORDS
at Montlhéry on September 8th, 1931

5 KILOMETRES	109'13 m.p.h.
5 MILES	109'06 m.p.h.
10 KILOMETRES	109'05 m.p.h.
10 MILES	108'95 m.p.h.

(Subject to official confirmation.)

The record-breaking car has a side-by-side valve engine, similar in design to that of the standard Austin Seven you buy.

THE AUSTIN MOTOR COMPANY LIMITED, LONGBRIDGE, BIRMINGHAM

LETTER BOX



Dear David,

A few brief thoughts on life without lead.

Around 1920, in order to stabilise petrols at higher octane, a Pennsylvanian chap called Midgley tried putting in lead tetra-ethyl. The low octane petrol around at the time had a tendency to pre-ignite and cause a distinctive knock.

This might explain why on storing unleaded in a A7 petrol tank it goes stale, some of the volatiles are lost through natural evaporation. The lead tetra ethyl on combustion partially oxidises. Some gases are not completely evacuated from the cylinder and the lead can plate out so other additives, dibromo-ethane and dichloro-ethane, are used to improve the removal of lead compounds. The lead compounds would otherwise foul plugs and build up generally. Some of the lead will be deposited on the valve seat and valve and will cushion the valve closure and offer some minor protection to the valve seat. This is not a lubricating property but a softer metal absorbing the shock at a time when the valve is hot and at its most vulnerable.

This becomes somewhat more important on an engine with heavy springs and racier cam. Our engines, or at least most of our engines, are slow revving, low compression and can quite happily use the unleaded petrol.

If we suffer from valve seat recession then we will see it coming as tappet gaps decrease. If it does happen then we will have to spend serious money -£25 a seat to have an insert. The damage caused by any recession will be to the bit that you machine out to fit the insert anyway!

I have through 1999 rebuilt an engine I intend to use in my Chummy. (OT7997). I am using a million pound Phoenix 1 1/2" crank and rods and have had the block relined. Actually, I put a drill through the cylinder wall whilst repairing the water inlet casting mount. (Does anyone want to buy a set of used 40thou Reliant pistons?). As I was going to such vast expense and coupled with the remuneration from never being away from work all year, I thought the £120 worthwhile spending for inserts as I am hoping to never take the engine to bits again. (valve seat photo included)



On reflection I think if it were an engine that was not being lavishly refurbished I wouldn't have bothered. Bearing in mind all the expert advice available I think our engines will probably last long enough to see some government legislate all cars off the road before they suffer.

The one thing I am completely convinced about is staying away from snake oil salesmen. If you're worried (or unusually rich) have inserts, if you're not worried save your money. You will have saved enough by not buying the magic potions to be able to afford the inserts if or when you may ever need them.

Charles Lyford

Dear David

I had reason to rebuild a Marina engine in the summer of 1998 and whilst doing so I decided to convert to "lead free". This was accomplished by having hardened valve seats fitted to the head by Regar Engineering. The total cost including having the head skimmed was £76. At the time I spoke

(more letters on page 9)

Not having a voltage regulator when building my special, wanting to go to 12 volts so I could more easily run the modern Lucas headlights, indicators, use a 12-volt battery etc. and also not knowing what I was doing in general - having heard about a 2" x 1" box of tricks that does everything in one, I wanted one.

electronic box into the charging circuit. (See below).

In operation, there is always charge even when running on headlights at night and, apart from one disaster when I accidentally fitted a racing battery the wrong way round and blew the electronics, it is, of course, trouble free. 12 volts was a great advantage when building the special in choice of parts and now the horn isn't half loud, driving at night is a pleasure and it starts very very well indeed.

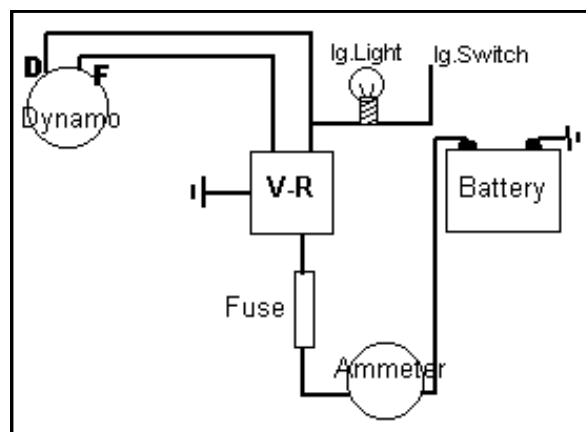
Mick Kirkland has the stall attached to the Seven Workshop at Beaulieu and can be contacted on 01952-691246

David Whetton

There are two stages - firstly, convert the 3-brush dynamo to 2-brush by physically removing the third brush, changing the wiring to the F & D terminals and temporarily connecting the dynamo to a battery to run it as a motor for a second or two. Secondly, wire the

- excess clearance on pivot
- fulcrum pin loose
- oval brake drums
- scored drums
- loose or detached brake linings
- chamfer all edges of linings

- oil on linings
- use silicon sealant on flange
- check axles seals (use sealed bearings)
- use soft linings
- check for broken return springs



(letters continued from page 8)

to him regarding Austin Seven valve seats, he informed me that hardened inserts small enough for the Seven engine were unavailable, is this so?

Whereas an over head valve engine is fairly easy to deal with, a side valve engine such as the Seven is a different matter altogether as I anticipate it would have to be stripped completely.

I have had no problems running the Marina on unleaded other than the exhaust keeps falling to bits.

Whether or not this due to the lack of a lead lining or maybe I am just to tight to buy a new system I'm not to sure!

Yours sincerely,

G Kingsland

THE WAY WE WERE - a blast from the past

From the Club magazine for February 1979

21

It was good to see so many faces at our skittles social - we had about 46 present and it gave everyone a chance of having a chat together. Thanks to Derek Munn who financed the mail shot advertising the event.

Welcome to new members Steve Guy from Winfrith who has a '33 Box, Richard Collings from Wool with a '30 Chummy and C Udall with a '37 Ruby from Bridport.

This month we have a new typist, Pat Llewellyn. Many thanks to Jackie who has done the job so well for the past year or so. Bernard tells me he is taking his hood frame to Owen Legg to have a new hood made for his Chummy. He got the correct pattern from A7CA archivist Phil Baildon. I have have some new Triplex side windows cut by Dorset Glass at £1.60 per sq.ft.

Finally, I hear from Lawrence Riddeal that our membership stands at 43 which is very encouraging.

NEXT CLUB NIGHT: A talk by Norman Aish on historic commercial and public vehicle preservation.

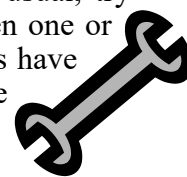
FORTHCOMING EVENT MARCH 18th: Treasure Hunt starting at the Alice Lisle at 2pm.

NEW SPARES: Ruby rad. cowl wings £2.45; Austin script £3.00; Mag. engine fan blades £3.00; Valve lifters (original pattern) £1.75



TIP OF THE MONTH

We all know that the steering of your usual A7 leaves something to be desired (not least a strong nerve). However if your steering seems to have more play in it than usual, try rocking the steering wheel and see if the footbrake moves at all. If it does then one or both of the two vertical nuts & bolts which hold the steering box to the chassis have become loose. Ideally these should be locked with a locking washer across the two nuts.

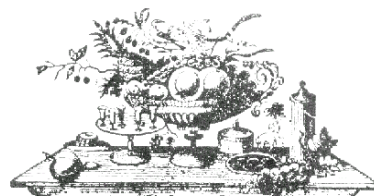


ORANGE CREAMS

Ingredients: 1 Seville orange, 1 tablespoon Brandy, ¼lb. loaf sugar, yolks of 4 eggs, 1 pint of cream.

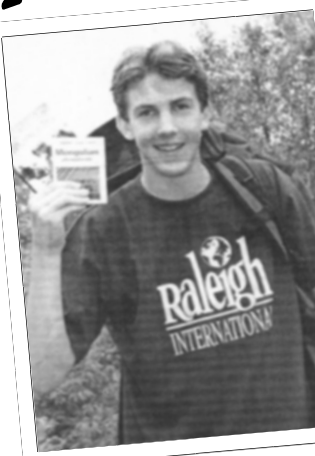
Mode: Boil the rind of the orange until tender & beat it to a pulp in a mortar. Add to it the Brandy, the strained juice of the orange and the sugar. Beat all together for 10 mins adding the beaten yolks. Bring the cream to boiling point and pour it very gradually to the other ingredients. Beat the mixture until nearly cold.

Put the mixture into custard cups in a deep dish of hot water and leave until quite cold. Take the cups out of the water and wipe them. Garnish the tops with candied orange peel.
Time: Altogether ¾ hr. *Average cost:* 1s. 7d.



CLUB SUPPORT

Another DA7C son is on his world-wide travels! And this time it's Roger Ballard who is the proud father. But watch out - Roger will be



It's Mongolia or bust for Raleigh recruit

SEVERE dyslexia has not proved a barrier for a Laverstock teenager who has just been selected to join a Raleigh International expedition.

In spite of having to attend a special school for dyslexics, and having limited reading ability, 17-year old Edward Ballard has passed the gruelling selection tests with flying colours.

When he sets off for Mongolia next summer he will be one of the youngest in the group, many of whom are in their 20s and have applied to Raleigh after graduating from university.

Edward, who has already gained his gold Duke of Edinburgh's award, is studying for A levels at Grenville College, Bideford, which offers facilities for students

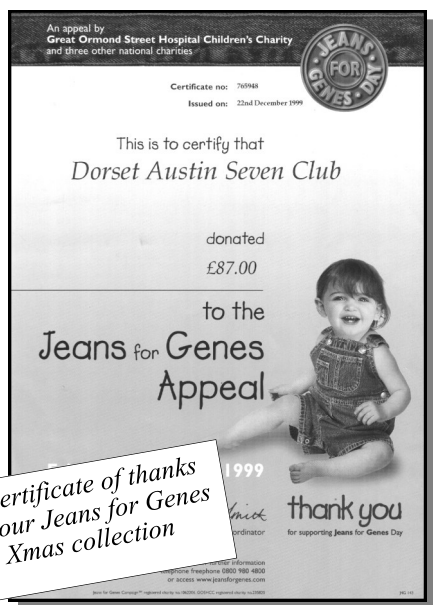
with dyslexia.

He said: "I've always wanted to travel and Mongolia sounds interesting."

He and the other 119 members of the expedition, selected from around the world, will undertake a variety of community and environmental projects during the 12-week trip, but the first challenge for each member is to raise almost £3,000 to enable them to take part - part of the money goes towards supporting Raleigh International's work world-wide.

Edward is already working on some ideas and said: "I'm thinking of doing a sponsored trek across Dartmoor as well as taking part in the London marathon, but the first thing I am going to do is persuade my friends to join me in a sponsored wheelbarrow race round

asking for sponsorship for Edward's 50 Tors Climb on Dartmoor. I am sure we will want to encourage these brave



CLUB FAMILY NEWS (Continued from page 7)

won't say what colour - it's a surprise! The major retrimming is complete and Bernard and Jackie are looking forward to it being ready to show off at a club night sometime in the spring. Can't wait!

WHEN ITS SPRING AGAIN

And another project looking to be completed in time for spring is the 1933 2-Seat Tourer of Kevin Wissett. Kevin's been working on the old girl for over two years but the end is now in sight. She's been painted maroon over black and is now ready to be re-wired and fitted out. Good luck on the final stretch, Kevin. We'll be keeping a lookout at club nights for the first sight of the gleaming beauty.

NOW TAKE ALL YOUR CLOTHES OFF

Well, not quite. But on the excellent treasure hunt that was the 'Not the First of January' run organised by Pat and Glyn, one of the 'extras' that could gain an additional point was "a item of underwear". What a surprise when the garments were offered. Now a pair of Long Johns I could understand (carried in the car "just in case" I was told) but a bra?

TREBS



RALLY & RUN ROUND-UP

LONDON-BRIGHTON 2000 RUN (Flier last month)

From Ted Peckham: So far, we have 175 cars entered. Entries are coming as far afield as Holland, Denmark and Canada so it is shaping-up to be a good run. We just have to hope for the right weather now!

Also from Ted: Several people have asked me about the **WINDMILL RUN**. This year we are leaving Dover on 9 June. In Holland we go to a town called Goes and the people there organise the weekend's events. The big run is on Sunday in which 200 cars usually take part and is very well organised. If you are interested ask me at Club night or ring me on 01747-820358

JOGLE 2000 (John O'Groats to Lands End)

22 - 26th April 2000, £20 per car, ring Neil Carr-Jones (750MC) on 01825-750760 for entry form.

AUSTINS OVER AUSTRALIA 2001

The Austin Motor Vehicle Club of New South Wales are staging this event in Queanbeyan (3 hours drive from Sydney) 13 - 16th April 2001. See <http://homepages.tig.com.au/~bayo/aoo.html>. Gary Fatt has got 1 entry form.

VSCC EXMOOR FRINGE 13th Feb 2000

The Exmoor Fringe Tour has returned to its usual place on the day after the Exmoor Fringe Trial. The event is a 60-mile run over some of the most attractive and sporting country on Exmoor. The start and finish (0930 - 1230) is at the Carnavon Arms, Dulverton. Entry fee £3. Apply for regulations enclosing SAE to Richard Jeanes, Perry Mill Farm, Nether Stowey, Nr. Bridgwater, Somerset TA5 1LF.

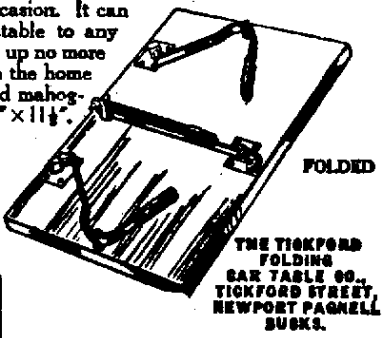


AN ADDED PLEASURE TO MOTORING

Here is a utility table for almost any and every occasion. It can be attached to the front seat squabe, is adjustable to any position, rigid in use, yet can be folded flat, taking up no more space than a small tea tray. It is just as useful in the home or garden as in the car. Beautifully finished, solid mahogany, chromium-plated fittings, overall size 20" x 11 1/4".

THE Tickford

FOLDING CAR TABLE



OPEN

25/-

POST FREE

A permanent investment. Will fit any car and will last a lifetime.

FOLDED

THE TICKFORD FOLDING CAR TABLE CO., TICKFORD STREET, NEWPORT PAGNELL, Bucks.



NEW MEMBERS

A big welcome to Ivan & Pat Down from Portland who own a very desirable 1930 Top Hat. Hope to see all three of you at Club night.

WANTED

3.50x19" TYRE, Goodyear Combination, sidecar with diamond tread pattern. Please ring Vernon on 01202-396663

FOR SALE

1937 RUBY (Late type) very original and sound, no welding required, a very complete car ideal for a first restoration project or experienced enthusiast. £1250. Ring John Stone on 01249-720543

FOR SALE

1930 AUSTIN 7 SPECIAL built with 1930s parts eg screw-in torque rear axle, Austin centre wheels, bacon slicer starter, Chummy radiator £4,500

1957 FRANCIS BARNET M'CYCLE 197cc £500

A7 SPARES:

Bacon slicer starter motor £15
 Blocks £20 each
 1932-33 crank case - good lip £30
 Rubber mount crank case - no lip £15
 2 x 4 speed gear boxes £15 each
 4 speed crash gear box £20
 3 speed gear box - rusty £10
 Screw-in torque tube axle - case only £50
 Box Saloon wing -front right £15
 1930-31 Box Saloon wing - rear right £5
 1 pair late Chummy front wings £40
 Box Saloon bonnet £50
 Speedometers £3 each
 Windscreen - Swallow type £60
 Ruby windscreen £5
 6 x magneto £10-£15 each
 Ruby radiators £5 each
 Ruby cowl £25
 Ruby boot lid £10
 Late Ruby left rear wing £10

1933-34 rear axle £20
 Ruby rear axle - Girling £15

Ruby steering box £10
 Chummy oil button £40
 Chummy headlamps - scuttle £100
 RN saloon fuel tank £40

OTHER SPARES:

Morris 1000 2-door rear seat - red/white £20
 Morris 1000 2door, green interior: various spares, including interior trim - Ring for details
 Austin 10 windscreen £5

MISCELLANEOUS

Peugeot Ladies bicycle £10
 Sunbeam Gent's bicycle £5
 Raleigh Gent's bicycle £5
 Lister D stationary engine £5
 1 pair steel trailer wings £10
 2 gallon petrol cans £5 each
 2 American wall clocks £10 each
 1 Mantle clock £10
 Ring for Motor handbooks - covering 30s, 40s, 50s, 60s
 Car radios £2.50 each
 Singer sewing machine ends £30

Contact Richard Cressey on 01963-220526

oO CLUB DIARY Oo

February

- Thursday 17th Feb **CLUB NIGHT** A Talk on Dorset Weather by Weatherman Mark Ching
- Sunday 20th Feb **CLUB RUN** Richard Cressey's Sherborne Ramble: Meet Sturminster Newton Mill (on A357) at 11.15am or QE School, Wimborne at 10.15 for 10.30 prompt off, Bring binos and good shoes for a short, sharp walk.
- Thursday 24 Feb **COMMITTEE MEETING** Tyrrell's Ford
- Thursday 2nd March 8-til-Late Barley Mow, Colehill

oO FUTURE EVENTS Oo

- Thursday 16 March **CLUB NIGHT** Noggin 'n Natter + 1999 Photo Gallery (Bring your own record of a year of Austineering) + Archive Videos + Spares
- Sunday 19 March **CLUB RUN** A Bernard Wander
- 6/7 May **Beaulieu Spring AutoJumble**
- Thursday 18th May **CLUB NIGHT** Talk about Brownsea Island
- Sunday 21st May **CLUB RUN** Guided tour on Brownsea Island
- 25/26 May **Gaydon Austin 2000 w/e** (*Not a DA7C organised run*)
- 16/18 June **Spye Park Rally**
- 24/25 June **Isle of Wight Rally**
- 9th December **DA7C XMAS DINNER**

WANTED

Organiser for the April Club Run

Due to alternative commitments, none of the Committee Members is able to organise the Club Run for April 23rd. (Easter Sunday). Clearly this will be a small affair but to save its collapse ~

PLEASE PLEASE HELP

**HAPPY
MOTORING**

