

NEWSLETTER

October



**AGM ~
Be there!**



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

CONTENTS

COMMITTEE MEMBERS 1999

<u>Chairman</u>	Bernard Cowley 27 Delph Road, Merley Wimborne, Dorset, BH21 1RS (01202 887666)
<u>Secretary</u>	Glyn Llewellyn 10 Woodvale Gardens New Milton, Hants, BH25 5EE (01425 613080)
<u>Treasurer</u>	Lawrence Rideal 12 Redwood Close, Dibden Purlieu, Southampton, Hants, SO4 5SN (01703 207191)
<u>Membership Secretary</u>	John Page 74 Walcott Avenue Christchurch, Dorset, BH23 2NG (01202 473207)
<u>Spares Secretary</u>	Phil Whitter 134 Northfield Road Ringwood, Hants, BH24 1SY (01425 475558)
<u>Events Secretary</u>	Gary Fatt 98 Bear Cross Avenue, Bearwood Bournemouth, Dorset, BH11 9NZ (01202 572621)
<u>Newsletter Distribution</u>	Gary Munn 12 Shaftesbury Road Poole, Dorset, BH15 2LT (01202 683848)
<u>General Committee</u>	Pat Llewellyn 10 Woodvale Gardens New Milton, Hants, BH25 5EE (01425 613080)
<u>General Committee</u>	Roger Ballard Kea House Laverstock Pk. Salisbury, Wilts, SP1 1QL (01722 323570)
<u>General Assistance & Raffles</u>	Mike Wragg 67 Uplands Road, West Moors Ferndown, Dorset, (01202 895622)
<u>Newsletter Editor</u>	David Whetton 129 Lonnen Road, Wimborne, Dorset (home: 01202 848743) BH21 7AU (Fax: 01202 893383) (Email: davidw@fernup.dorset.sch.uk)

Club Contacts	2
Editorial	3
Club Run	4
Family News	5
Letters	9
Tip of the Month	10
The Way We Were	10
Here & There	11
Future Events	12

FEATURES

White Knuckle Report	4
AGM Agenda	5
Technical Torque	6
Pit Stop	8

CLUB NIGHTS

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

As a suitable curtain raiser to our AGM, this month's feature photograph records the very beginnings of the Dorsets. During a meeting of the Wessex Car Club at the Langton Arms in 1976, the assembled group were plotting the birth of a breakaway group solely for Austin Sevens. Looking at photographs of their Sevens are clockwise from Roger Ballard (kneeling), Bernard Cowley, Mike Wragg (behind), Glyn Llewellyn, Brian Pipe, John Page, Lawrence Rideal and Sid Mallandain. Roger has blown up the photo to reveal the tax disc on his car expired in March 77. Thanks to Roger for the photo.

EDITORIAL

It's AGM time again and a wonderful celebration of another highly successful year of Austin Sevens. The Treasurer's report alone is worth the subscription! And don't forget your wallets as it's an ideal opportunity to pay your annual subs. The current Committee members are all willing to stand for another year with the exception of Pat Llewellyn. I am sure she will be showered with thanks on the night for all her years of hard work including skittles evenings, barn dances, Christmas dinners and Our Swanage Rally which she has nurtured from its very conception, but I would like to use this column to express my own admiration for what seemed at times like a limit-less capacity for hard work. But not gone or forgotten. Just resting. Whilst I'm on the pre-AGM thanks list, the Committee has asked me to thank all those very generous members who have donated raffle prizes over the year. Keep them coming. You will notice that the agenda for the AGM (see page 5) includes a DISCUSSION TOPIC to sound-out the membership's view about the Annual Club Christmas Dinner. Obviously, bookings have been made for this year following our normal dinner/dance format in the company of the Triumph Club, but if it is your wish, we could make changes for 2000.

The line in SWEATSHIRTS and POLO SHIRTS is now in - see advert on this page - and will be available at the AGM. You will notice the Secretarial Report is missing this month - Glyn still on his hols! So I will record our thanks to ALAN BROWN for his in-depth presentation on the Airfields of the New Forest at our last club night. I was even

moved to buy a copy of his book! For those who missed this little pearl, did you know there were airfields at Southbourne, Beaulieu, East Boldre, Calshot, Somerford, Moyle Court and, of course, Hurn. And they were only the ones that Alan covered in his talk. There were 12 in all! A truly memorable evening organised once again by our energetic Events Organiser Gary Fatt.

This month's Newsletter includes an account of our White Knuckle club event from BRIAN WILLBOURN, lots of FAMILY NEWS, more on the CARBURETTOR, a race report from PENELOPE PITSTOP, TWO LETTERS and lots of FOR SALE adverts.

See you at the AGM (or I'll put you in detention!)

David

CLUB SHOP

Sweatshirts in Maroon/Navy blue/Grey:
Large/Extra large £12

Polo Shirts in Maroon/Navy blue/White:
Medium/Large/Extra Large £10

(other sizes to order)

Windscreen Sticker 50p Metal Club Badge £7

Deadline for the next issue is 29/10/99 . Please send material to me by post, fax or E-mail or pass it over to the Editorial Team at Clubnight

LAST YEAR'S CUP WINNERS

PLEASE BRING THEM TO THE AGM!

Bernard's Famous Kite Flying Run - 19th Sept. 1999

We woke up on Sunday morning to the sound of pouring rain. However, as John had spent all of £3:20 on a Thomas the Tank Engine kite, he had to get his money's worth and so off we went.

We arrived at the starting point, QE School in Wimborne, where there were two other Austins - Bernard & Jackie in their Chummy with its new, bright yellow hood getting its first damping, and Gary & Suzie Fatt in their Ruby. After giving any late arrivals plenty of time to arrive (there were none!) we set off to the kite flying point at Tidpit near Cranborne with only the three cars.

Arriving at the site, the boys set off with their kites trying to recapture their *long* lost youth whilst I sat in the car, in the dry with my knitting. John found that Thomas could fly by itself and so tied it to the car's bumper (I always knew they would come in useful one

day!) and set off with a plastic bag to pick blackberries.

After all this excitement we decided to abandon the planned picnic and head for the nearest pub (surprise, surprise). *This sounds like an exact re-play of last year's escapade - Ed.*

Many thanks to Bernard and Jacky for organising the event, but please try to arrange better weather in future.

Cynthia Page

and many thanks to you Cyn for the write-up of a rather damp affair. Still - you all made the effort, well done! - Ed.

White Knuckle Report

6 Austin sevens, 2 classic Jaguars plus 1 large Cadillac, an Austin Healey and a Morris Minor enjoyed wall to wall sunshine on Wednesday 28th July. All Children, Parents and Grandparents enjoyed the facilities which included the usual bouncy castles, face painting, soapy slide, fun races etc. There were unarmed combat, equestrian and band displays, including off road snow cat rides (Quoted by Pat Llewellyn to be something entirely different and exciting.- Glyn please take note!)

Landing craft rides around the harbour were laid on for the 'oldies' (Llewellyns, Tophams, Warburtons etc). However the 'young ones' (Trimbys, Willbourns etc), took the opportunity to ride on the high speed assault landing craft skimming along at around 50 mph.

A Gazelle and a Lynx helicopter flew in with a team displaying how to abseil at high speed 150ft down from a hovering helicopter. They then landed, parking next to our row of cars, which enabled the youngsters to clamber in and out to explore the workings of these jet propelled helicopters.

Many thanks to all who attended, and, talking to the officers, it would appear that this may go down as an annual event.

BeeVee (Brian Willbourn)

Brian sent this via E-Mail last month straight after the event together with the letter of thanks from the Commanding Officer, but I didn't spot it as an "attachment" - apols, Ed.

DORSET AUSTIN SEVEN CLUB

23rd AGM

21st. October 1999

8.30 pm	Opening Remarks Officers' Reports	Chairman
	Secretary Membership Secretary Spares Secretary Treasurer	
	Acceptance of the Treasurer's report Election of Officers	Chairman
	Presentation of cups nominated by the Committee: Vic Steel Cup for the person who has done most for the Club Ladies' Cup Ballard Trophy for the attendance at Club Runs The Editor's Cup for contributions to the Newsletter	
	Discussion: "That we change the venue for our Christmas Dinner in 2000" AOB - Issues from the floor.	
	Closing remarks	Chairman
	Voting for the Bob Burrow's Cup "CLUBMAN OF THE YEAR"	

o0o

CLUB FAMILY NEWS

HOT CAT

What a treat was in store at the September club night for lovers of wonderful old cars. Vince Leek brought along his 1957 Jaguar XK150 DHC (drop head coupe), called a 150 because that of its top speed. Vince has been undertaking a complete nut and bolt restoration for just under three years and what a lovely job he has done, finishing the mean machine in "Jaguar Racing Green".

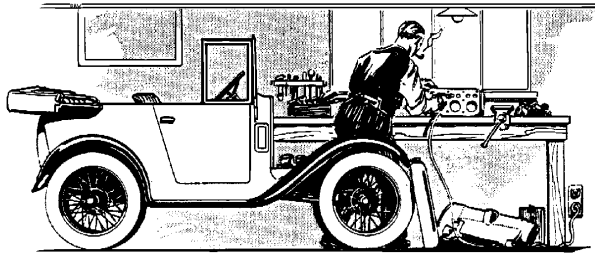
TWO DIAMONDS IN SIX CLUBS

Welcome to two new members of the DA7 Club, Ted and Susan Peckham from just outside Warminster. However these two 'diamonds' are no strangers to the Austin scene as they are also members of five other clubs: The Bristol Austin Seven Club, the British Austin Society, the Austin Owners Club, the Dutch Austin Seven Club and the Vintage Austin Register. Ted and Susan have a 1930 Swallow which is Cambridge blue over Oxford blue. Oh, and they also have an Austin 12/4 Windsor. Now that's what I call dedicated Austineers!

ONE STEP FORWARD AND.....

Tony Bevan has recently been trying to repair a little problem with his Top Hat (car that is). The problem was petrol leaking from the top of the petrol pipe as it entered the petrol tank. No problem, Tony went along to Thread and Pipe in Northbourne and got them to make up a new piece of piping. However when Tony was fitting the new pipe he broke the pipe leading to the windscreen wiper. He therefore now does not have a working wiper but

(Continued on page 8)



technical torque

Buying a 26VA Carburettor

THERE ARE SEVERAL THINGS TO CHECK WHEN BUYING A SECONDHAND CARBURETTOR

ONE Is it Austin Seven?

The originals were generally (but not all) marked 7 on the flange that bolts the carburettor to the manifold and also C-548 on the float chambercover. The Austin 10 looks the same but should be stamped on the flange 10. Check the size of the choke tube. The Austin Seven is 17 mm, the Austin Ten is 19 or 21 mm and this should be marked on the casting at the entrance of the choke. If the choke cover is on it can be difficult to check the choke tube size

TWO Check that the carburettor is complete and nothing is broken.

Check flange with throttle in fully open position as this is often broken.

THREE Check the banjo bolt thread where it secures the petrol pipe to carburettor.

Check threads of bowl where they hold the bowl to main body

FOUR Check spindle in body. If loose it can be repaired. Burlen Fuels will rebore and fit a new spindle and butterfly disc for £32 + VAT. Spindles and discs cost £6 each. (*See Roger Ballard*)

FIVE Check choke flap spring. If it is broken, it can be replaced

I believe from my experience, the following is the difference in the carburettors, but I have not any information to confirm this.

- There would appear to be two types of 26VA carburettors.
- The design at the top of the barrel (or body) is different.
- The passages at the air regulating screw are different
- There are two types of bowls, deep and shallow
- These bowls could have been changed

I suggest that the earlier carburettor has the single airway at the top of the body and it is fitted with the deeper bowl. The Zenith spare parts schedule shows the shallow bowl fitted to the body with airways which are straight, one at right angles

1932 V type carburettor Removable choke tube and different choke control. Choke cable does not operate throttle linkage

Later 26VA Carburettor Type fitted with deeper bowl

Ruby 26VA Carburettor Type fitted with shallow bowl

Carburettor Jet Sizes (mm)*	26VA	30VEI “65 Sports”	30VEI “Nippy”	30VEI “Speedy”
--	-------------	------------------------------	--------------------------	---------------------------

*NB In the above table I have entered all sizes correctly as millimeters. However, traditionally, the jet sizes should be named “57” for 0.57, “95” for 0.95 etc. (see article below) but I found it all too confusing! - Ed.

from PRACTICAL AUTOMOBILE ENGINEERING (OLDHAMS)

CARBURETTOR JET SIZES

First it is to be noted that in a car or lorry engine practice, carburettor jets are graduated in diametrical measurements of the metering orifices, the progressive numbers varying generally in hundredths of millimetres - one millimetre being called 100. In speaking for example of a 90 or 95 jet, 0.90 or 0.95 of one millimetre (namely 100) is meant and in a similar manner for a 115 or 120 jet, 1.15 or 1.20 millimetres is meant respectively.

CARB. JET SIZES APPEAR TO BE .002 PER 5 OF JET

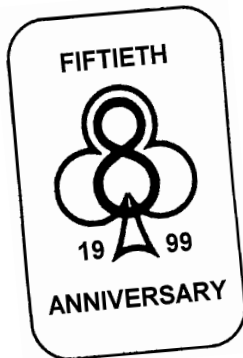
jet size	thou.ins.	nearest drill sizes	jet size	thou.ins.	nearest drill sizes
40	016	1/64 or 0.40mm	85	034	77 or 0.85mm
45	018	77 or 0.45mm	90	036	64 or 0.90mm
50	020	76 or 0.50mm	95	038	62 or 0.95mm
55	022	74 or 0.55mm	100	040	60 or 1.00mm
60	024	73 or 0.60mm	105	042	58 or 1.05mm
65	026	71 or 0.65mm	110	044	57 or 1.10mm
70	028	70 or 0.70mm	115	046	56 or 1.15mm
75	030	69 or 0.75mm	120	048	3/64 or 1.20mm
80	032	67 or 0.80mm			

Thanks to Roger for proof reading this article - I'm glad someone understands it! - Ed.

Thanks to David Burris for researching these articles on the Zenith Carb from material left to him by the late Reg Picket. Alf Edwards and David who used to work with him encouraged him to write down his great knowledge of Austin 7s. He gave David a great deal of information which will be passed on to us from time to time. Reg contributed to 'The Austin Seven Manual' by Doug Woodrow. However, David did ask me to point out that his own knowledge of carburation is very limited so please don't ask him anything technical! - Ed.



PIT STOP



SILVERSTONE - Saturday 11/9/99 and another anniversary meeting. This time the 50th. of the EIGHT CLUBS annual bash. Five years after the cessation of hostilities, there had been a significant growth of small car clubs but no organisation capable of putting on a big race meeting. In 1949, Holland ("Holly") Birkett called a meeting of the following car clubs: Hants & Berks, Harrow, Cemian, Chiltern, 750, Lagonda, Lancia and AC Owners and the first meeting was held on June 3rd. 1950 at Silverstone with such luminaries as Colin Chapman in a Ford Ten -engined Lotus (av.speed 60.15 mph) and Arthur Mallock in an Austin 7 (58.0 mph). It was reported in Motor Sport that Mallock "at a heady 60 mph gave a very fine exhibition proving that his Austin 7 can be

put round a corner in a style which wouldn't shame a GP car." The essence of the meetings is the combination of non-competitive High Speed Trials, Handicap Races and straight Scratch Races which, successfully, brings together interesting and highly varied grids. Originally, there was also a one-hour race which had to include compulsory pit stops at which the two front wheels had to be removed (and replaced) and two spark plugs changed!

For Dorset Dave, it was a day of mixed fortunes. In qualifying he managed to take yet another second off his previous best at Silverstone but this effort was slightly dimmed by being beaten by 1 sec. by John Skeavington in a heavily modified Ulsteroid. But the highlight of qualifying was a HUGE spin going flat out round Copse corner. "I had time to panic" said Dizzy Dave afterwards "and debated whether it was best to jump out or not!" In the pits the

cause was quickly diagnosed as, once again at The 8 Clubs, oil was everywhere including the rear tyres. But this year it wasn't terminal - the oil pressure sender had simply unscrewed itself, the worst damage having been done to Debonaire Dave's blue suede racing boots.

Although the race itself was a bit of a procession - a bit like Formula One really - as the long sweeping straights just string out the cars in order of horsepower with little opportunity for driving skills to be used, a Delighted Dave went home with another class win (av.sp. 64.3 mph !).

For an open invitation race, it was very disappointing that there were only three Austin 7s out. Where have all the racers gone?

Penelope Pitstop

CLUB FAMILY NEWS *(Continued from page 5)*

to make things worse he still has a petrol leak! "I guess it must be the petrol tap that's leaking" said Tony philosophically.

RETURN TRIP

As reported in an earlier newsletter, there was a bit of a problem at the Swanage rally when a rather large number of ralliers crept through a hole in a hedge to join a party taking place in an adjacent garden. Recently Lawrence bumped into the Hollister family (the old friends who are owners of the house in question) and I am pleased to report that all is forgiven. So much so that Lawrence has invited them to creep through the hedge next year and join us at the barn dance. I bet they bring along some gate-crashers just to get even!

TEN MINUTES TO BE SURE, TO BE SURE

Talk about a brief trip to Ireland. Chairman Bernard recently delivered a car to Belfast and spent a total of ten minutes on the dockside before boarding the ship again to return home!

(Continued on page 11)

LETTER BOX



Dear David,
Please thank Tony Bevan and all members who signed my Get Well card after my recent operation. I am recovering well and hope to be seen at club meetings before too long.

John Liddell

Dear David

To continue the on-going discussion about whether anybody made a freewheel for an Austin 7, I can give you a positive yes they were made and I have 5 of them sitting on my bench. For many years they remained in a small shed in the back garden of my Uncle's. He used to tell us on our rare visits that they had been put there by my Grandfather. This summer, on hearing the story again, I decided to investigate. After clearing a path and moving piles of rotten wood I found them. Some could be saved, others will require attention. My Grandfather, who died before I was born, use to work for a firm called Humphrey Sandberg who designed the freewheels. When the company collapsed in about 1925 he kept these freewheels which are for the pre-synchromesh Austin 7 gearboxes. Unfortunately the other parts required such as the dog-clutch and shortened prop shaft are not readily available. The dog-clutch was a mechanism to disable the freewheel so that reverse could be engaged. I hope this sheds (pardon the pun) some light on the subject of Austin 7 and the freewheels.

Chris Sheret, Poole.

A FISHY EPISODE

"D-B" SUPER TRAILERS
are a real investment for holidays

OVER 40 STANDARD MODELS FOR EVERY PURPOSE. CHOICE OF 5 COLOURS

All the holiday luggage can be transported conveniently and economically. "D-B" 1000 models are reduced in price and incorporate new patented improvements — exclusive to "D.B."

4 cwt. capacity (13-100 cc. works). Write for free list.

S. DIXON-BATE, Bridge Works, CHESTER

J. & S. RESEATERS FOR AUSTIN ENGINES

VALVE	SEAT INCLUDING HONEY
7 hp. No. 414 16/4	No. 314 ... 18/2
12 hp. No. 424 17/6	No. 324 ... 19/6
16 hp. No. 434 17/6	No. 334 ... 19/6

POST FREE

Tree Valve and Seats in a few minutes
No emery powder required

A. A. JONES & SHIPMAN, LTD.
EAST PARK ROAD, LEICESTER

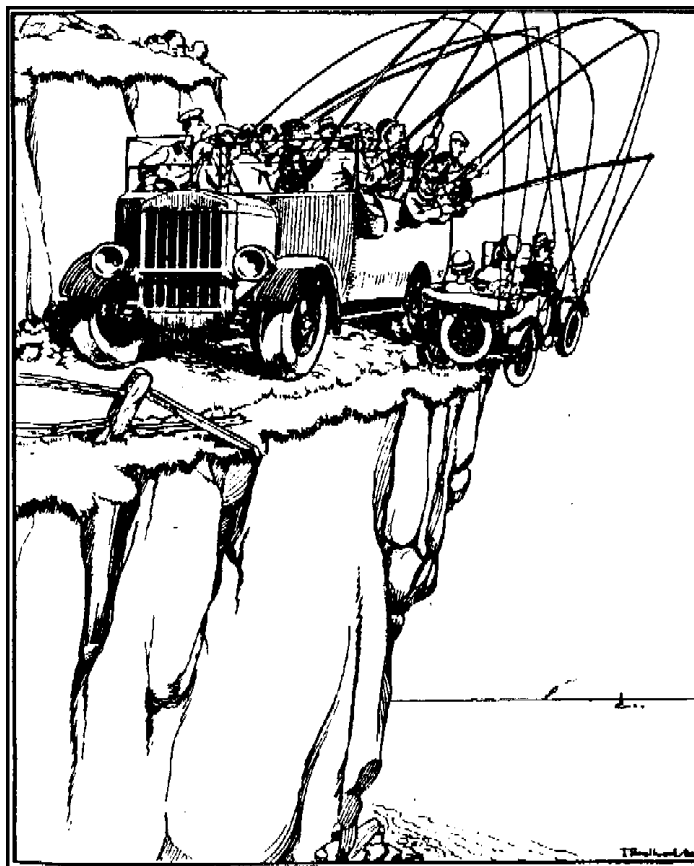
Phone: GBUCK Phone: 27101 For Valve

The "PALACE" (Regd.)
ANTI-VIBRATION MAT.

A great comfort to drivers. Absorbs road shocks, reduces fatigue, prevents foot slipping, eliminates wear of carpets, and protects heels of ladies' shoes. Useful indoors and outdoors. Makes a good picnic seat. Best quality sponge rubber. Size 12 in. x 12 in. x 1 in. Available blue, pink, and green.

Price 3/6 post free.

The AUTOMOBILE PALACE, Ltd.
(Managing Director : TOM NORTON)
LLANDRINDOD WELLS.



Members of the Loamshire Fishing Club do a good turn in saving Mr Smithers the necessity of reversing on a narrow road.

(Austin Magazine 1929, reproduced in the Austin 7 Owners Club magazine)

THE WAY WE WERE - a blast from the past

From the Club magazine for October 1978

21

"This week we have our AGM and this year we will not only be voting the committee but also for the adoption of a proper constitution aimed at the smooth running of the club with its increased membership.

I was disappointed to hear that the Chris Gould 10,000 mile record attempt failed. Stirling Moss started the driving and things were going fairly well until potholes on the track caused half-shaft breakage and it was necessary to import a skilled welder to keep the car running. Reflective markers were used to mark the holes at night and although this helped it was a blown piston which finally finished the attempt after 8,000 miles.

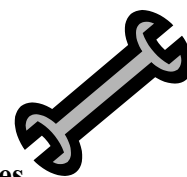
CROFTON BEAM ENGINE WEEKEND - Glyn Llewellyn

At 10 o'clock on Saturday morning we met John & Cynthia Page and family and Bernard and Jacky Cowley and their family for a very pleasant drive through the Wiltshire countryside to Crofton near Marlborough. Arriving about midday we pitched our tents, had a bite to eat and set off on foot for the village of Wilton to visit the windmill there. After our evening meal, Gary and Debbie Munn arrived and pitched their marquee (sorry, tent!) and we all set off to the nearest pub. Sunday morning dawned to Bernard disciplining wife or children or both and we were soon joined by Mike Wragg and Roger Ballard for a tour of the beam engine in steam by members of the Kennet & Avon Canal Trust. Another very

TIP OF THE MONTH

If you ever have a problem removing your fan belt pulley from it's taper....
After removing the nut, try pouring a kettle of hot water all over the pulley.
Leave it for a minute or two and you'll find it very easy to tap the pulley off.

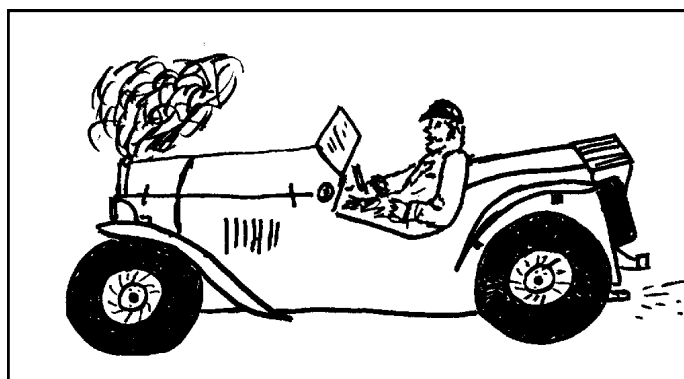
Brian Hughes



THE IMPORTANCE OF REGULAR MAINTENANCE ~

Check your water and oil levels frequently

an original cartoon from Peter Trebilco





FOR SALE

RUBY, Jan. 1938. This lovely little green car is in good condition and comes complete with a sunshine roof. The asking price is £4,500 and anyone interested should contact Andy Walls on 01202-490276.

SHORTENED LONG CHASSIS - now a replica 1930 short chassis ideal for your Ulster replica or to build a swb special. £200. Other parts may be available. Ring Bernard on 01202-887666.

Looking for a good winter project? A vintage sports car for £3,000? I am selling my **ULSTER KIT** accumulated over the last ten years: 1930 chassis with "2-seater sports" V5, dropped axle, hydraulics kit, brand new aluminium body with wood kit, various goodies incl. Super Accessories c/r gearbox etc etc. Give me a ring for full list - **PHIL WHITTER** 01425-475558

AUSTIN 7 ENGINE & GEARBOX believed to be around 1934. £120 Ring Bill on 01202-622273

5 GALLONS SAE 30 ENGINE OIL (EX-WD) £25 and **5 GALLONS EP 80 GEAR OIL (ALSO EX-WD)** £30. Tel Dusty on 01202-575167.

1929 CHUMMY. Complete and in one piece for restoration. £4750. Tel: Mrs Gilbride 01929-552071

CLUB FAMILY NEWS *(Continued from page 8)*

TIME IN LOO, BUT NOT FOR SPANISH FRIENDS

Jose Riera-Fortin and Teresa Simon-Marco who were over for several weeks from Spain visiting their friends Dave and Bobby Burris, have now returned home. They were pleased to join in two of the clubs activities, the Ellingham Show and the club runs to Knoll Gardens via Wimborne St.Giles and send thanks to the numerous club members they met. Dave and Bobby have now got a big event to look forward to - the completion of the extension to their house, which includes a new downstairs loo. Dave and Bobby assure us that all will be ready in time for their October club run. Most useful if anyone gets caught short!

POLISHING MASK

A new product being supplied by Willie McKenzie is a mask for going around your Chummy badge so you don't ruin the surrounding paintwork when polishing up the wings. If you are interested, see Willie at club night.

HAPPY FORTHCOMINGS

Phil & Hilary Whitter are to become grandparents in March thanks to Keith & Leanne.

TREBS

oO CLUB DIARY Oo

October

- Thursday 21 Oct **CLUB NIGHT AGM** (New spares by arrangement only but a selection of second-hand spares will be available)
- Sunday 24 Oct **CLUB RUN with BBQ or picnic** at the home of David & Bobby Burris. (Please bring own food!) Meet Ringwood Car Park at 10.15am for 10.30 off.
- Thursday 28 Oct **COMMITTEE MEETING** Tyrrell's Ford
- Thursday 4 Nov. **8-til-Late at The Green Man, Victoria Rd., Wimborne.** (At the bottom of the hill which leads up to QE School)

oO FUTURE EVENTS Oo

- Thursday 18 Nov **CLUB NIGHT Auction Night**
- Sunday 21 Nov **CLUB RUN** by Roger Ballard
- Saturday 11 December **DA7C CHRISTMAS DINNER**
- Thursday 16 Dec **CLUB NIGHT Noggin 'n Natter**
- Sunday 19 Dec **CLUB RUN** by Gary Munn
- This Millennium there will NOT be a New Year's Day Treasure Hunt.*

HAPPY MOTORING

DABITON
WITH BRUSH IN LID
Glossy Black Cellulose
For touching up your car.

2/- from
HALFORD'S
Shops, Garages, etc.
Colours 2/3.



Pat. Container.
Brit. Pat. No. 347479.

At Your Command!

There is instant and perfect contact with your chauffeur VIA

'BUROVOX'

LOUD SPEAKING

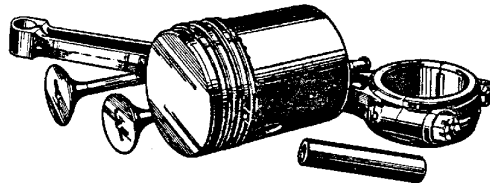
Motor Phones

Used by the principal Motor and Coach Builders in the U.K.

Illustrated Leaflet on Application

KELVIN, BOTTOMLEY & BAIRD, LTD.
CAMBRIDGE STREET, GLASGOW, G.2
Marlow House, Lloyd's Avenue, London, E.C.3

WARNING! Insist on



GENUINE AUSTIN spare parts

● A car is only as dependable as its weakest part. Therefore don't risk your peace of mind, and possibly your safety, by putting your trust in any doubtful replacements that are casually offered you. See that you get genuine Austin spare parts.

● Many spurious replacements

are sold which will pass the eye—but the poor service they give will soon prove to you how very costly and unsatisfactory they are.

● Unless the parts you buy are made by Austin, they cannot be relied on to give that long-lasting, dependable service provided by Austin quality and material.

THE NAMES AND ADDRESSES OF SOME OF THE MORE IMPORTANT OFFICIAL AUSTIN AGENTS WHO STOCK GENUINE AUSTIN SPARE PARTS WILL BE FOUND UNDER THE HEADING OF "AUSTIN SERVICE DEPOTS" IN EACH ISSUE OF THIS MAGAZINE.