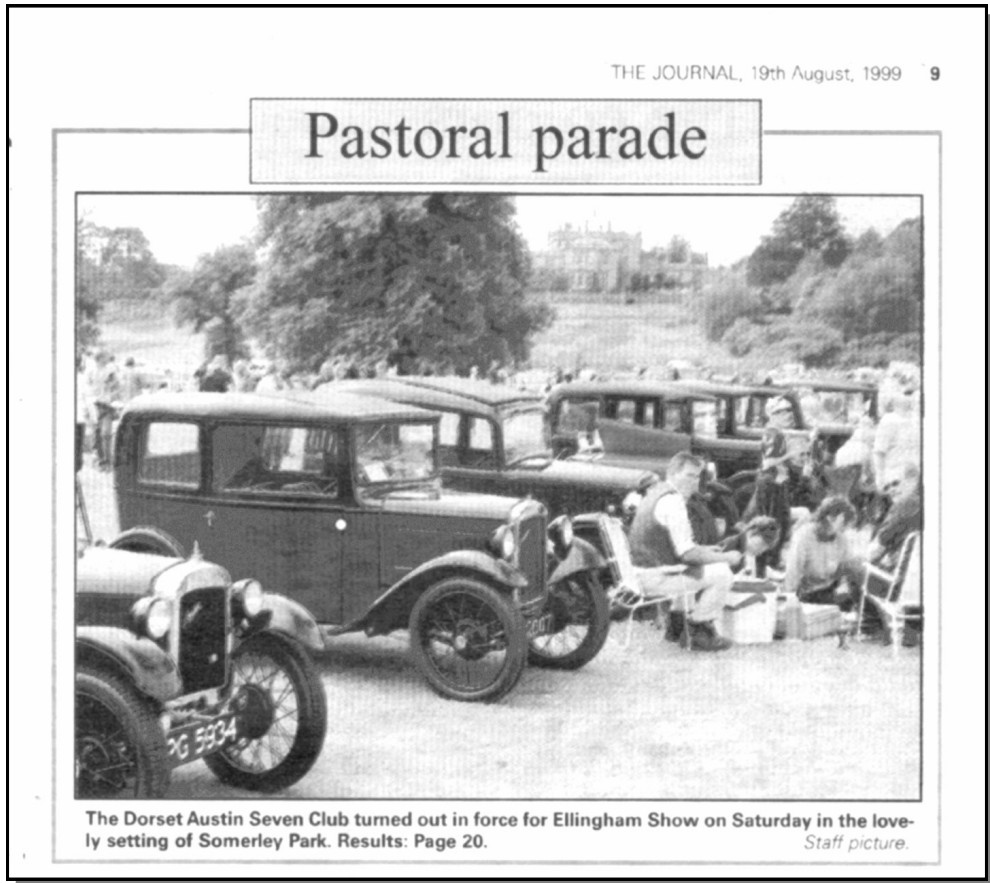


NEWSLETTER

September



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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CLUB NIGHTS

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

This month's feature photo relives a great day out for The Dorsets - The Ellingham Show organised by Phil Whitter. Clipped from a local paper by Roger Ballard.

EDITORIAL

Now that Matthew is back in UK and can read the Newsletter himself, I want to thank him for keeping us all in touch with his adventures via the WWW and for being such a good ambassador not only for young Brits in general, but also for taking his interest in our cars to the corners of the Earth. Well done that man.

I was a little disappointed that not more accounts of A7 derring-do during our wonderful summer of motoring came into the Editorial Office but perhaps you are still waiting for the snaps to be printed. Remember the Club Code - if you do it in an Austin 7, tell us about it!

This month's cornucopia of articles includes the start of a short series that DAVID BURRIS has researched on the carburettor, PENELOPE PITSTOP'S Silverstone partying, THREE LETTERS(!), news of the ZUIDERZEE TOUR 2000 and the ever-popular FAMILY NEWS. We also have a

lovely piece written under a pseudonym telling a chilling tale. In fact, there's so much I've had to expand the Newsletter this month to 14 pages!!!

Discussing the CLUB LIBRARY with our Librarian, Gary Fatt, it seems not many members are using the service. I found a list of every known AUSTIN SEVEN BOOK on the WWW and the Committee have agreed to expand the Library. So, let Gary know if you would like any of the books on the list and, if there is sufficient interest of course, we can go shopping. Equally, let him know if you still want to buy a copy of the video "CORNWALL CALLING" as we need to get more printed.

Finally, next month is the AGM which just leaves ALL CUP HOLDERS time to get them engraved and polished.

David

Deadline for the next issue is 24/9/99 . Please send material to me by post, fax or E-mail or pass it over to the Editorial Team at Clubnight.

SECRETARIAL

What a good turn out for the August Club night, this is usually a quiet month, but there was at least 10 Austins in the carpark at the Tyrrell's Ford as well as the tinware.

It was sad to be saying goodbye to the Hughes who are emigrating to Australia and August was their last club night with us. Good luck you two. Their lovely Ulsteroid special has been bought by Phil Whitter so at least we shall still be seeing it about.

It was very nice to see Mathew Cheesman at club night. He's just returned from Australia where he had a nasty experience. He seems to have overcome it however, and talks of further travels in the near future. Pat and I are off on

holiday at the beginning of September so we will not see you next club night or on the Club run. We shall also miss the next committee meeting so no secretarial for October.

I will take this opportunity therefore to remind you that October is AGM time, so if you have any nominations, or views let me know (address in front of newsletter) before hand and I will bring it up at the meeting.

That's all from me see you at the AGM.

Glyn

The BV's Dust & Dung Run to Knoll Gardens

22nd. August 1999

They had promised us lanes that even the die-hard old-timers hadn't gone down - and, boy! were they proved right?

Ten Austin 7s of all shades and sizes (Two Chummies, one Special, a Tourer, two Rubies and four Boxes) plus a couple of moderns turned up in high expectation on a beautiful, late summer's morning for a unique run to involve trout tickling ending up at Knoll Gardens. Member F J Roles came to see us off and give the Editor an advert for the mag. There was such an air of excitement that photo shoots spontaneously sprung up in the carpark even before we were off.

The first section was a most pleasant route, partly on dusty farm tracks through generous muck-spreading, to Wimborne St.Giles passing through villages with such Dorset sounding names as Manswood, Long Critchel, Gussage St.Michael and Gussage All Saints. At Wimborne St.Giles the cars were given a short rest as their drivers and passengers had a leisurely stroll around the village with a short stop to feed the trout in the stream below the bridge with yet another photo call. (Mainly rear ends of course!)

For the the second section we proceeded through Cranbourne, Cripplestyle, Verwood (with a very welcome loo-stop), West Moors and onto Knoll Gardens for lunch. Gary had thoughtfully booked the upstairs room for us which was beautifully laid-out for lunch and had a private bar.

After a leisurely lunch we went on a semi-organised guided tour of the gardens which contain a host of plants, shrubs and trees. Many of the plants

have exotic sounding names such as the Clematis "Bill McKenzie".

Thanks to Suzi & Brian Willbourn for a most enjoyable run and to Suzie and Gary Fatt for the very pleasant and interesting visit to Knoll Gardens.

Ben Trimby

and a big "thank you" to you Ben for the report especially as Marion was engaged elsewhere and all this was done from memory alone - Ed.

GORDON
ENGLAND
ADVERT

Club Spotlight on ~ The Library



I found the following list of AUSTIN SEVEN - RELATED BOOKS on the Internet and our Librarian has ticked those we have in our library. The Committee have also approved expanding the library to meet Members' wishes.

So, if any of the following meet enough interest, we will buy them in! Get perusing ~

Andy's Austin Seven Page - books

Coleman's drive; John Coleman, Faber & Faber, 1962

The story of John's drive the length of South America in an Austin Seven

Seven Years with Samantha; Clive Ball, Patrick Stevens Ltd 1974 ISBN 0 85059 168 6

The story of Clives journey around the world.

The Austin Seven; R.J. Wyatt, David & Charles 1968 ISBN 0 7153 5766 2

Lots of information about the history of the Austin Seven, different models, racing successes etc.

The Austin Seven, A pictorial tribute; R. J. Wyatt, Motor Racing Publications, 1975 ISBN 0 900549 26 2 More history of the Austin Seven with lots of pictures

The book of the Austin Seven & Eight; Staton Abbey, Pitman's motorists library 1935 - 1959
Small pocket sized book concerning routine maintenance. It suffers from trying to cover all models.

The Austin Seven Book; R. J. Nicholson 1927 - 1933

Another small pocket sized book concerning routine maintenance.

The Austin Seven Companion; Seven-Fifty Motor Club Publications 1975 ISBN 0 90054926 2

Masses of technical information taken from 40 years of the 750 motor club bulletin.

✓ **Austin Seven specials;** L.M. (Bill) Williams, G. T. Foulis 1958 reprinted 1975
Essentially a special builders' guide from the 1950s - lots of useful information.

✓ **Austin Seven Cars 1930 - 1935;** Brooklands Books

Austin Sevens in the thirties; Brooklands Books

Austin Seven briefing; Practical Classics

Compendium of articles on buying, rebuilding & using a box saloon

Austin Seven 1922 - 1982

Articles, road tests & reports reprinted from magazines of the period

The Austin Seven source book; Bryan Purves, Haynes Publishing Group Yeovil Somerset 1989
ISBN 0-85429-557-7 544 pages of information

✓ **A guide to building reproduction Ulsters;** Chris Gould, 8 Georgia Avenue, Worthing, West
Sussex, BN14 8AZ tel 01903 233253 120 pages incl. drawings and photographs. Lots of practical
information.

✓ **The Motor for the Millions;** Reprint of the 1923 Austin brochure

Austin Seven competition cars 1922 - 1982; Martin Eyre Details of 17 Austin Seven sports models

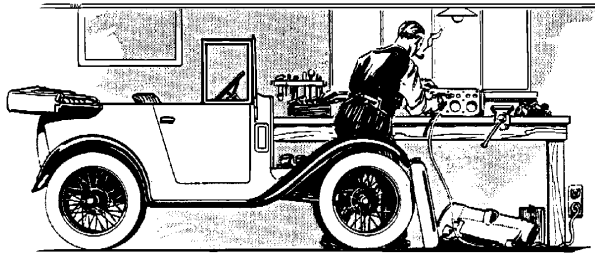
✓ **The Austin Seven Manual;** Doug Woodrow, Mercury publication service 1987 ISBN 1 869843
01 0 The nearest thing I have seen to a modern workshop manual.

✓ **Motoring specials;** Ian Dussek, Shire series

✓ **Vintage Motor Cars;** Bill Boddy, Shire series

Ruby; Colin Thompson, Julia Mcrae Books 1994 ISBN 1-85681-089-5

(Continued on page 10)



technical torque

Overhauling the 26VA Carburettor

prepared by David Burris

1. STRIP COMPLETELY AND CLEAN

The flange to the manifold will probably have distorted. To cure this, file the face first and finish by rubbing on a sheet of emery. The two holes will have closed in - they should have a $\frac{5}{16}$ in. clearance.

The body (or barrel) must be bored out to take bushes, for if it is just drilled, it would follow the shape of the distorted, worn hole. Make new bushes to suit. They need to have a radius on the inside the same as the bore in the barrel. Put Loctite on the bushes before pressing them into the barrel. They must not be too tight a fit or they will break the casting. Ream to suit new spindle, using a 7mm reamer. Place butterfly into spindle, leaving screws slack, check that the butterfly is a good fit in the bore, and then tighten screws. This must be a good fit when closed.

Remove emulsion block and jets from bowl. If jets are very tight you may need a special tool to remove them, and if seized the only way will be to drill them out.

Scrape and lap the top to body to ensure a good fit. Castings do distort i.e. could have been run with a loose bowl. Lap emulsion block on to bowl. Check that all the holes are *clear*, especially the one at the top which goes to the slow running jet.

Refit emulsion block, using a new joint and a new aluminium washer on the head of the bottom bolt.

On the body, on the underside of the barrel part, is a blanking-off screw. Remove this and the progression jet will then be revealed. It has a screwdriver slot. It could be tight and care must be taken not to damage it when removing. This jet allows mixture to bypass the butterfly when it is closed, so that the engine still runs.

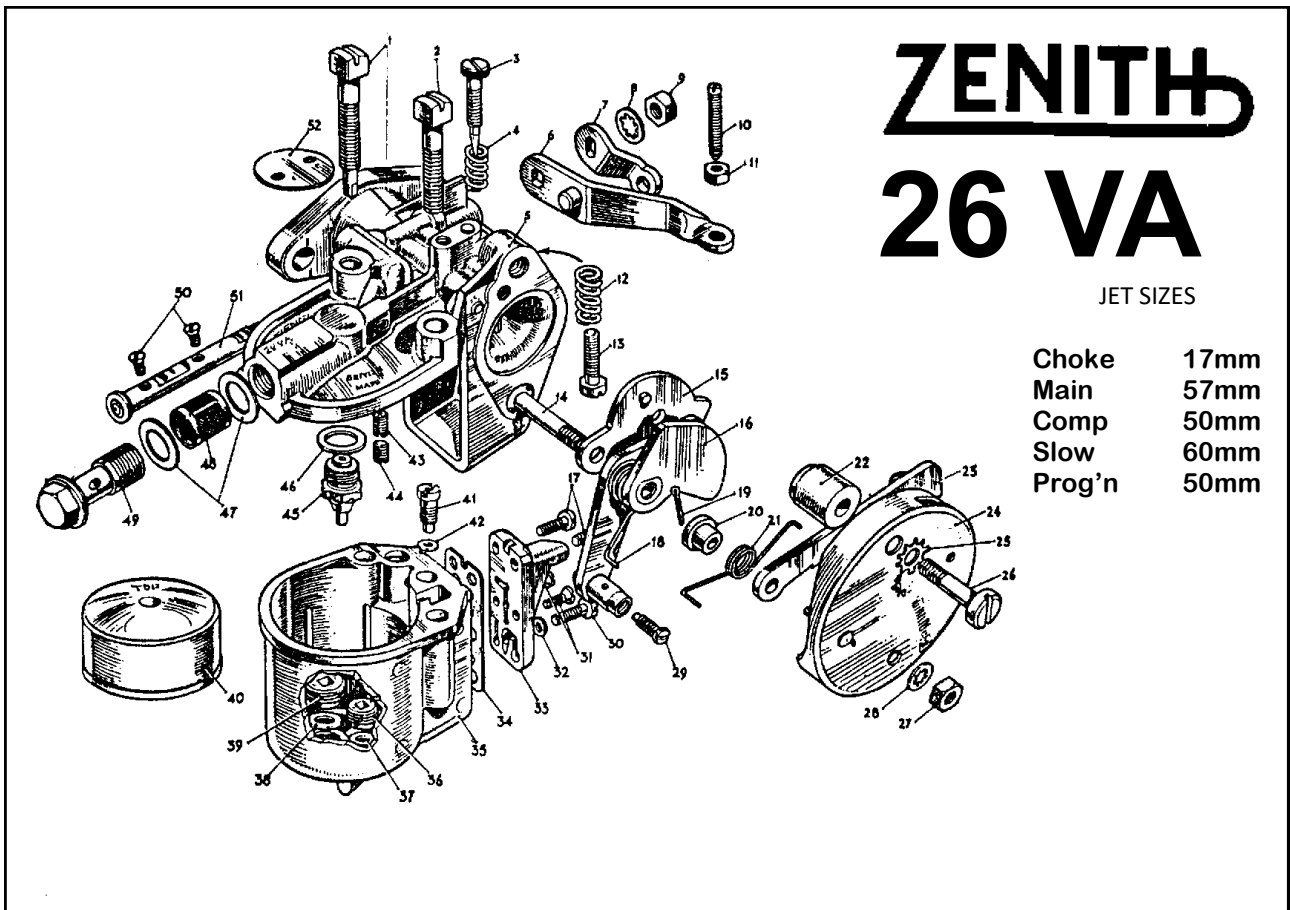
Make sure everything is perfectly clean before preparing to reassemble

2. REASSEMBLING.

Refit main and compensating jet to bowl. Under these there should be a small brass insert fitted, (this, in the Zenith schedule, is called a restriction tube) and a fibre washer. Refit slow-running jets etc.

Choke parts: Check that the springs are not broken and replace if necessary. The brass distance piece is fitted between the body and the choke cover, with the small diameter to the body. If otherwise the choke flap will not close properly. After assembly, check that the choke flap is

(Continued on page 7)



(Continued from page 6)
working freely.

Set the screw on the interconnecting lever so that there is clearance at the end. Refit air regulating screw. The spring on this must be strong enough not to be able to be moved without using a screwdriver. Screw it right home until the taper on the end touches its seating, and then unscrew one and a half turns.

Refit throttle-stop screw. Spring must keep this firm. Adjust it so that it is about to open the throttle. Refit carburettor to engine.

Pull choke knob out to full extent. Check that choke flap on carburettor is completely closed. Get someone to push the throttle pedal down to the floor. Check that throttle on the carburettor is fully open.

Start engine and when warm adjust throttle stop screw and air regulating screw on top of the carburettor. Screwing in makes engine run richer, and screwing out makes it run weaker. You can judge this by the sound and speed of the engine.

All threads and dimensions on the carburettor are METRIC. If threads are damaged, Helicoils cannot be used because of lack of metal. Bowl bolt holes can be made deeper, and longer bolts used. The bolts are 7mm x 1mm. Keep the old bolts with the square end for removing jets from bowl in your tool kit in car.

Next Month - Buying a Secondhand Carburettor



PIT STOP



SILVERSTONE - 14/15th Aug 1999 An Austin 7 extravaganza to celebrate the 60th anniversary of the 750 Formula.

The 750 Formula was originally designed for A7s but is now completely overtaken by purpose-built racers using Reliant 850cc aluminium OHV engines and modern suspension. The Austin 7-engined cars have been relegated to the 750 Trophy Championship.

SATURDAY: 750 TROPHY ROUND 9

Graham Chambers had decided not to take part in this round but to save his energies for the Austin All-comers Race on the Sunday. However, it was good to see Graham Goode again after a year out of action. Although Goode has entered in Class A, the cars are very similar with only suspension differences. Qualifying went well for Dorset Dave taking 4 seconds off his previous best and, incredibly, beating Goode's laptime by 1.2 secs. However, in the afternoon's race, something was definitely not right as he slipped further behind Goode lap after lap but managing to keep ahead of Jean Rees in Class B to take home a First-in-Class trophy. In the pits afterwards it was the usual crowd of fellow competitors lending points, condensers, coils etc etc to find the fault until it was found to be a newly fitted plug.

SATURDAY NIGHT - THE PARTY

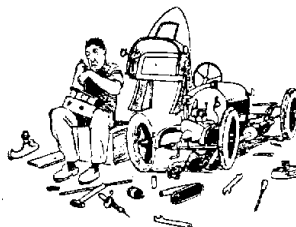
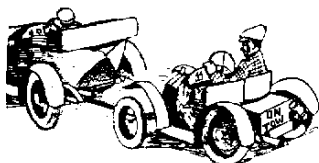
After a 750 Trophy barbecue, we all repaired to the Silverstone Bar to be entertained by TIM MAYLE'S JAZZ BAND. Now there's a surprise. And a very good time was had by all!

SUNDAY: AUSTIN 7 INVITATION RACE

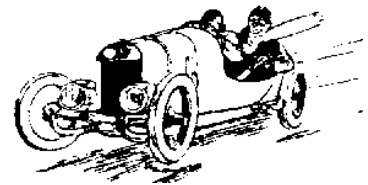
This was a disappointing turn-out as few of our PWA7C and VSCC friends turned out. However, luminaries such as Reg Nice, Ronnie Haynes and Frank Riedman came to play although they were all much slower than the 750MC boys and girls. Dorset Dave flew in qualifying coming fourth *overall* being only beaten by the 8-plug Cowley, the low-slung WEV of Cliff Ringrose and Don Rawson in one of his own specials. In order to give everyone a "race" it became a handicap race with Dorset Dave on pole position but the slower Sevens having a one-lap advantage. The handicapping worked quite well as the first four cars came round the Complex for the final time in order but Determined Dave just couldn't catch and lap Reg Nice in the last few yards. His final position was calculated as fifth overall, but a Delighted Dave was thrilled with the third overall fastest lap of 1m.32s beating both Goode and Chambers in the same race! Oh joy.

Penelope Pitstop

This little car went to market



This little car no end of speed



This little car stayed at home



This little car had none

and this little car went squeak, squeak, squeak all the way home!

LETTER BOX



Dear David

Having been a member of our unique club for nearly 20 years, nothing should surprise me when it comes to spontaneous friendship and expertise.

On arriving at the excellent Ellingham Show, as is my normal practice, I lifted the bonnet to see if all was well only to notice that a core plug in the head was leaking. On hand was our Phil - there's no one quicker than our Phil Whitter Fitter - and I mentioned the problem to him. Although he did not say a word to anyone, as if he were the Pied Piper he was followed by Gary Fatt, Peter Trebilco and Ian Mason-Smith. Between them they produced all the necessary tools etc., drained the radiator, took out the old core plug, fitted a new one and re-filled the rad all in 15 minutes flat!

I was allowed to watch and felt as useless as a lighthouse in the desert but not as bright! On completion of the job, Nippy was handed back to me and I was allowed to drive her home. Needless to say, with no problems.

Grateful thanks chaps - you were superb.

Bill Quayle

Dear David

Could you put a few lines in the next newsletter thanking everyone at the last Club Night for their lovely send off, the unexpected good-luck card signed by so many people and for the friendship we've had over the three years we've been in the club. We will be keeping in touch. Thanks,

Jean & Brian Hughes

Dear Brian (*Willbourn, forwarded*),

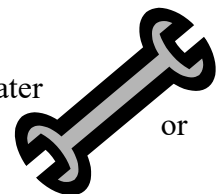
The RM Poole "Families Day" was a success due to the excellent displays, events and games. Many thanks to you and your fellow car enthusiasts for their involvement which contributed to an entertaining and memorable day.

Officer-in-Charge, Royal Marines, Poole.

TIP OF THE MONTH

If you have a leaking core plug but haven't got a spare one to fit, drain the water and cover the old core plug with Araldite. It will permanently seal the leak will effect a repair until you can get around to fitting a new one.

This is particularly useful when the REAR core plug starts leaking as it saves time having to either remove the engine or cut a hole in the bulkhead.



or

THE WAY WE WERE - a blast from the past

From the Club magazine for September 1978

21

"Do we think it would be a good idea if the club purchased some essential trimming materials such as bonnet rubber and glass channel etc. in bulk. The Solent have their own spares scheme but I do not think we are big enough to do this although we could spent £30 on the more popular trimming materials.

On the motoring front, Gary Munn has just returned from a trouble-free 800 miles tour of Cornwall. How do you get three people and all their camping gear inside a 1930 Box? - At one stage, by having three-abreast in the front! Not much fun for the one in the middle!!

John Dibden is the RAC timekeeper at Goodwood for the two-day Chris Gould 10,000 mile attempt this month. We all hope the engine stays together this time.

THIS MONTH'S MEETING - Meet at the Nag's Head for an evening run to the Albany on the bridge at Fordingbridge.

AGM - with the AGM coming soon, we thought you might like a reminder of the present committee -

Chairman:	Derek Munn	Secretary:	Bernard Cowley
Assistant Sec:	John Page	Treasurer:	Lawrence Rideal
Events Sec:	Gary Munn & Peter Treliving		

CLUB LIBRARY (Continued from page 5)

A children's book with lovely illustrations. There are clues in the book as to the real registration number of the car and the first person to solve the puzzle won a real Ruby saloon.

Austin from the inside; Freddie Henry, Seven Fifty Motor Club Publications

The recollections of Freddie Henry on the Austin Motor Company. Freddie's personal view of working with Herbert Austin with fascinating insights into the early days of the Austin Motor Company and its varied products. Sixty pages with over thirty photographs and diagrams.

Original Austin Seven; Rinsey Mills, Bay View Books 1996 ISBN 1 870979 68 0

128 pages of colour photos and text with heaps of info needed by the restorer.

Building and racing my 750; P.J. Stephens, G.T. Foulis 1953 - 61

An account of how one Austin Seven special was built and raced.

The Austin Seven builder's manual; John Haynes 1954

In the form of a pamphlet

How to build Austin specials; John Haynes, Haynes publishing co. 1960

Building a 750 cc special; John Haynes, Haynes publishing co. 1960

The Austin Seven; Jonathan Wood

The Austin Seven; Chris Harvey

Motoring Portfolio; Colin Pitt

Restoration of Vintage & Thoroughbred Cars;R Wheatley & B Morgan

CLUB FAMILY NEWS

LUCKY BABY

The club has some new grandparents - Marilyn and Jeff Bridge. Their grandson, Luke Oliver, was born on Friday 13 August at 3:45am and weighed in at 6lb 5oz. Mum, Jinny, is doing well and settling in to the new 'routine', helped by dad Jason. We all wish the baby much health and happiness and hope your birthday brings you much luck.

BIRTHDAY GIRL

It was Joy Mooney's birthday on 20 August. I can't say how old she was (well it wouldn't be polite) but when I did ask (slap my wrist) the response all came to 'nought'! I guess that must mean she's forty? Happy birthday Joy.

CAR THROUGH THE NET

Chairman Bernard has finally sold his Ruby, but in a rather unusual way. He advertised it (free) in Classic Car Mart without realising that they have an Internet site where they also place the adverts. A gentleman from Dudley saw the advert on the Internet, 'phoned up Bernard and then came down and bought it. The wonders of modern technology!

WELCOME BACK

It was "Welcome Back" to Matthew Cheeseman at the last club night. Matthew has spent the last year making his way around the world having a wonderful time, except for the mishap he encountered in Sydney (as reported in a previous newsletter). We were pleased to see you looking so well, Matthew, and hope you're fully fit very soon.

GONE TO A GOOD HOME

Brian and Jean Hughes finally said their sad farewells at the last club night as they are emigrating to Adelaide, Australia. However they are not taking their Ulster Special with them as Phil Whitter has decided to buy it. Not too much throttle Phil, it's got rather more poke than the old Chummy!!

OLD FRIENDS, NEW PLACES

Merv Frampton & Sue have moved to 9 Anglesey Cottages, Ring St., Stalbridge, Dorset DT10 2NE. Don't leave it too long before giving us a visit you two.

NEW MEMBERS NEWS

Welcome to Richard Taylor. He bought a 1938 Ruby a couple of months ago from South Wales. It's a 'custard cream' colour and needs a bit doing to it but Richard hopes to have it on the road very soon. We also extend the warm hand of friendship to Barry and Melinder Vacher who have just purchased Chris Biggin's 1930 Tourer. Barry used to own a box which he sold to Terry Jeffries, who later sold it to John Weaver, who finally sold it to the Editor.

THE VERSATILE SEVEN

What a good time everyone had at the recent Ellingham show. There was lots to see (not only a gleaming line of beautiful Sevens) but you didn't have to walk miles and get worn out in the process! The club's stand had the theme of 'The Versatile Seven' but even most of the members there did not realise the versatility of the cut-away Seven engine on display. The night before the show the gazebo was erected but the wind was very strong and there was a chance it would blow away overnight. To help stop that happening, the cut-away engine was placed on the ground in the centre of the gazebo and tied to the roof. It must have worked because all was still there in the morning.

SPRINT FOR A SPRITE

Gary and Suzie Fan have just bought themselves a classic caravan, a 1962 Sprite 400 which they'll be towing behind their VW Golf (not their Fabric!) at the next Swanage Rally. Gary and Suzie saw the caravan on the way to a recent club run and dashed back later to have a look round before deciding to buy. Gary's doing a few bits to it at the moment such as making new curtains and seat covers, as well as fitting a new battery, but it'll be out on the road soon, so look out!!

TREBS

A TALE OF DANGEROUS DRIVING

After an enjoyable Concours Club Night at the the Avon Tyrrell when everyone was photographed, I was invited to follow two fellow club members in convoy on our return journey.

The lead car turned right onto the main road at the hotel entrance and almost immediately right again, taking a little winding road back towards Bransgore. The other car followed and I brought up the rear. My headlights started to flicker straightaway and I switched the main light switch on and off in case it had developed a fault. With my dashboard light, I could see the ammeter showing overcharging to the point of being off the scale. I switched the lights completely off for a second, then back on again, this time it showed a big discharge. I repeated this several times but the problem persisted.

Whilst I followed the other car's tail light, they seemed to be completely oblivious to all the flashing and eventual total loss of my lights. It was too dark to stop and investigate by myself. I decided the best option was to continue in their wake as far as possible, switching on the lights only when meeting other traffic. We went through Bransgore and up past Holmsley Airfield to come out onto the A35 Christchurch/Southampton road just above the East Close Hotel.

I had been considering my options. There was no other reasonable way home via Forest roads in case, without lights, I hit a pony. At the main road I stopped to investigate further whilst the other two cars joined the empty road and shot off. The problem is worse than I first thought. I have no back lights at all. After a minute or so I set off on the main road towards Southampton. It's just before 11.00 pm. Shortly the pubs will be closing and the risk of an accident will increase.

I reach the Holmsley junction without seeing another vehicle during the five minutes it has taken. Then, as I gradually climb the hill I become aware that something is coming up behind me, not fast, but steadily closing in. It follows at a distance for the next couple of miles before closing the gap. A distinctive note is

heard. It's a V.W. Beetle. It must realise my plight because it seems to be content to stay behind to protect me. A car approaches from the opposite direction and I switch on my headlights for the few seconds it takes to pass by. For the next three to four miles the Beetle stays with me before deciding that 50 mph is better than 45 mph. It slowly disappears in front of me and I am on my own again.

The little car is going well in the evening air. The Rhinefield junction is about a mile and a half away and a long straight stretch gradually descends. We start rattling along and must be reaching 50 mph. Out of the canopy of trees ahead a car appears. I put the headlights on and continue as fast as I can whilst fighting to keep the car on the road. Suddenly, as if by magic, there are two pairs of lights. From behind the approaching car, another one pulls out and starts to overtake the first. It hasn't seen my lights. I flick them up onto main beam but it makes no difference, it is already committed to overtaking and in any case is probably travelling at 70-80 mph. All three of us will be abreast at the same time. As a thoughtful and careful driver it falls to me to pull off the road. Is it time to jump out? Is there time to jump out? The Seven mounts the verge. The storm ditches, cut at right angles to the verge, hurtle us in corkscrew fashion through the night air. We land safely. There was no ditch. No corkscrew mid air turn.

The main road journey had taken just under 15 minutes and there had been only three cars the entire time. The fault was traced to a loose wire in one of the tail lights.

Luckily, I lived to tell the "tail".

Lynne Hurst.

for obvious reasons, Lynne Hurst is a pseudonym but thanks to the author for a well-written warning tale - Ed.



NEW MEMBERS

A big welcome to RICHARD & CHRISTINE TAYLOR from Sway with their 1938 Ruby, PETER MCGREGOR from Mudeford who is starting with a 1930 rolling chassis and DONALD COLE from Ringwood who has bought Phil Whitter's 1934 Box. Say hello at Club night.

FOR SALE

1937 RUBY. Crank reground, new bearings & pistons, new carb. Chassis good, body sound, many spares. Original green log book. Unfinished project. Lack of good workshop forces sale. OFFERS - F J Roles Tel:01305-770169

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, various goodies incl. Super Accessories c/r gearbox etc etc. Give me a ring for full list - PHIL WHITTER 01425-475558



The ZuiderZee Tour 2000



We gave full details of the Year 2000 ZuiderZee Tour organised by the Dutch Pre-War A7 Club in the May Newsletter and several members have since shown an interest. We are very pleased to announce that IAN & PAM MASON-SMITH will be coordinating and organising a Dorset A7C contingent.

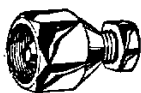
Briefly, the details of the Tour are:

DATES: 23-27 Aug 2000 COST : 270 NLG + ferries but Ian & Pam will be working out a truer itinerary and total cost to and from UK.

Forms are available from the Editor on the next Club night or ring Ian directly on 01425-473949

HUB PULLERS

Specially made for quick removal of Austin 7 wheel hubs, without strain or damage to adjacent parts. Made of sturdy polished steel, as illustrated, 23901 6/-



FILTRATE LINKLYFE

The lubricant for exposed driving chains, contains Molybdenum Disulphide which ensures perfect running under the worst conditions. After heating Linklyfe the chain is immersed for a few moments and then hung up to dry and the lubricant solidifies. 6/10 Linklyfe in liquid "brush-on" form. 3/7



oO CLUB DIARY Oo

September

- Thursday 16 Sept **CLUB NIGHT** A talk on the New Forest Airfields by the author Alan Brown
- Sunday 19 Sept **CLUB RUN** **BERNARD'S FAMOUS KITE FLYING RUN.** Meet QE School, Wimborne at 10.15 am for 10.30 off. Bring your own kite and PICNIC.
- Thursday 23 Sept. **COMMITTEE MEETING** Tyrrell's Ford
- Thursday 7 October 8-til-Late **The Fish Inn, The Bridges, Ringwood.**

oO FUTURE EVENTS Oo

- Thursday 21 Oct **CLUB NIGHT** AGM
- Sunday 24 Oct **CLUB RUN** by David & Bobby Burris
- 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**

