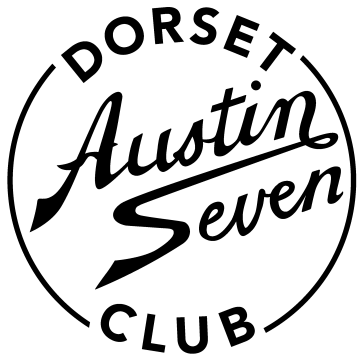




NEWSLETTER

November 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

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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

This month's front cover features Peter & Michelle's November Run having a welcome coffee 'n biscuit stop at Castle View. (Anyone seen a castle?)

EDITORIAL

So much good stuff this month there's no room for little me! So - straight to it:

If you don't pay your £16 by November Club night (or post to John Page) this will be your last Newsletter and we don't want that now, do we?

It is a Club Tradition that instead of buying each other Xmas cards we donate what we would have spent (£5 I bet!) to our charity - MacMillan Relief. Boxes will be available at the December club night and at the Christmas Dinner. Through Trebs & Gary M., Barclays will *double* anything we raise if the total is over £100 so dig deep this year. (We usually raise about £85 so a little more is needed.)

T'Committee is planning next year's programme, so - any ideas to any of us ASAP.

A squashed David

- WANTED -

Do you have the right qualities, aspirations and experience to be the club
REGALIA MANAGER

No?

Then you are just what we're looking for!

Do you have a love of baseball caps, T-shirts and sweatshirts?

No?

Then you are *exactly* what we're looking for!!

For further details and application form see Jackie at clubnight.

Deadline for the next issue is 24/11/00 . Please send material to me by post, fax or E-mail or pass it over to the Editorial Team at Clubnight.

SECRETARIAL

Another AGM has come and gone and the club is starting its 25th year. The existing committee was re-elected for another year and Lawrence announced that subs would stay the same at £16 p.a. The committee will be giving a lot of thought into planning something special for our 25th year so watch this space.

The club trophies were awarded at the end of the AGM and were as follows: the Vic Steele cup awarded by the committee to a person or persons who, in their view, have done a lot for the club was awarded to Dave and Bobby Burris; the Ladies' Trophy for the lady deemed by the committee to have done most for the club went to Suzie Fatt; the Roger Ballard Events Trophy for attending most events in an Austin 7 went to Pat (my other half as I missed one of the runs and she went without me - shame!); the Editors Cup awarded by the Editor for the person making an outstanding contribution to the newsletter was awarded to Richard and Marlies Bishop; and the Bob

Burrows Trophy voted by the members present at the meeting went to Gordon and Biddy Brown for, amongst other things, their representing the club at the A7CA meetings at Gaydon. Well done all of you.

Pat and I visited the Haynes Motor Museum at Sparkford recently. They have made major improvements and extensions which have made it one of the major motor museums in the country. We were very impressed - an idea for a club run perhaps?

Pat and I are both now looking forward to the most popular club night - the Auction in November. Clean items please and no liquids. Also, of course, the Xmas Dinner on the 9th December.

See you there.

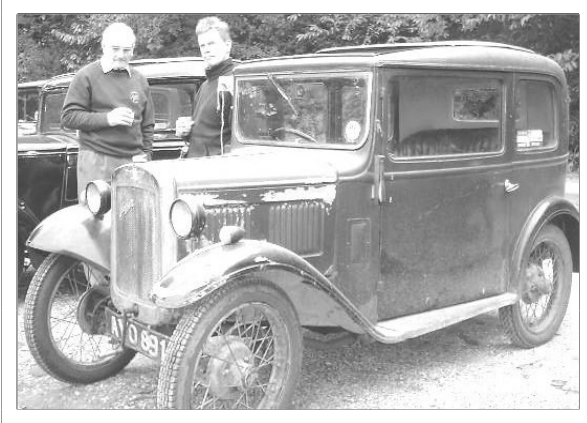
Glyn

TREBS TRICKY RUN

22nd. October 2000

Sunday dawned cold and overcast, but Trebs and his resourceful wife Michelle had laid on a treat for the eleven Dorsetiers who took part in their tricky tour. What delights had the duo dreamed up on their first run we all asked. Just before the off, Dave the Editor presented Marlies and Richard Bishop with their well earned "Editor's Cup" for the most travelled and informative narratives of their exploits. It was also great to see new members Josie and Tom Harrison out on their first club run in their box saloon. At precisely 10.35 Tricky Trebs wafted out of Waitrose's car park with all 10 of his followers on their adventure of a lifetime in the New Forest.

The green, blue, black, red and white cars made a colourful site together with the autumn shades. The smooth black wide tarmac roads soon gave way to narrow muddy lanes which made us crawl at a slow pace. Just by chance we passed a road called Snails Lane! (Most apt we thought). Onwards and upwards wended the convoy into the unknown territory of The New Forest where we found baby foals nibbling the grass. The smiling faces of the passing motorists reminiscing of bygone days as they watched the travellers go by on their merry way and on through the villages and



hamlets of Linford, Chobley and Stoney Cross. A group of cyclists had the fright of their lives as they rounded a sharp narrow bend to be confronted by a band of 1930s travellers coming towards them. "Oh Sh...!!!" the cyclists were heard to say as they flew by. There was so much to see on either side of our chosen path

and it was great to see new baby fir trees pushing their way up through the thick bracken carpet of the forest floor searchin for light. Left, right, left, right - does Trebs know where he is taking us? we ask.

"Can't see any sign posts again, only broken ones", says George. With coffee time approaching, the Lamb Inn came into view, "Wonderful" we all thought. True to form, Trebs right arm came out, "Great", we said, "a stop at last". But no, it was not to be, only a right turn into another lane. "Oh well, another time".



Godshill and Woodgreen came and went and up Castle Hill we zoomed. At the top, Trebs and Michelle turned left into a layby with a beautiful view of the River Avon winding its way into the far distance. Breamore House could also be seen from this vantage point. As if by magic, Michelle produced a bag of goodies from the back of the Ruby. "What can it be?" we all asked. Hot steaming mugs of coffee and shortbread biscuits were a treat to behold. Time to catch up and chat about the journey we had just completed. It was GREAT!

Once we had feasted, it was all hands to the pumps once more. Out of Woodgreen and into Brook Lane (did I SEE THE SUN?), round the village green we went and dived into the depths of another colourful forest. There were so many pregnant mares and foals to see. Back into Woodgreen we went. Has Trebs lost his way? Past the Horse and Groom. Have we been this

(Continued on page 5)

Trebs Tricky Run (Continued from page 4)

way before we wonder? Past the Fighting Cocks again! We *have* been here before. Past Sandy Balls (no comment) and on towards Fordingbridge and some more smiling faces. On the road to Odgens we spied three little pigs rummaging for acorns. (I hope Mr Wolf is not around).

At last, The Royal Oak at North Gorley came into view. The magnificent eleven wend (rushed) their way into the bar and the senior members desperately sought relief! (Well, it was a cold day).

Our sincere thanks go to Michelle and Trebs for

a wonderful and successful first trip and look forward to their next adventure.

Cam and Den Larking

Many thanks to you both for a very descriptive report - almost poetic! Well done - Ed.

Tom's Story - A Journey into the Unknown

Sunday 22nd October started as any other Sunday in the Harrison household but there was something different. An air of excitement and apprehension prevailed for this was to be the day of our first Austin 7 outing - providing the car would start! What a relief when, after much cajoling, the four little cylinders jumped into life. Not quite the sewing machine sound I was hoping for, more like a bag of rusty nails. Nevertheless, relief that it was going at last.

Gingerly we made our way to Ringwood car park, the furthest we had ever been. What a joy to see another nine or ten Sevens lined up and what a warm welcome we received. Even at this stage I had my doubts about staying the course. However, all the members on the run gave us much encouragement.

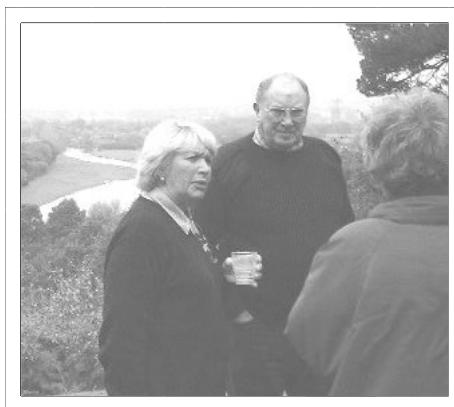
We thought the route through the forest devised by Peter & Michelle was superb and although my concentration was entirely on the road and Peter in front, Josie thoroughly enjoyed the scenery and gave me a running report regarding the obstacles viz: horses, fowls, cows, even pigs

to say nothing of oncoming cars. She would put a co-diver on the Monte Carlo Rally to shame.

We thoroughly enjoyed every aspect of our day completed with an excellent lunch in good company.

Our warmest thanks to all involved and we look forward to the next run.

Tom Harrison



From the



I hope everyone in the Club is keeping well and could someone tell my dad to take my car out for a spin once in a while, it's been sat there for 5 months while I've been enjoying myself working here in Sydney on building sites and now in a bar downtown. I've seen pictures of the rally I hope it all went well for everyone. See you all next year I suppose. Matthew.

matthewcheeseman@hotmail.com

Trebs Trip through the Trees

- a letter from Exeter

We left Exeter at 7.30am with frost and mist and the sun just appearing over the hills and Marlies gradually waking up. Arriving at Ringwood at 10.15 we met up with everyone - some new members and some members new to us! Before the group moved off Marlies and I were presented with the Editor's Cup by the Editor himself - many thanks, David. We promise to keep it polished.

Presentations over, we were off on the run which took us through some wonderful parts of the New Forest with the trees in their autumnal colours. A variety of animals was seen including a deer and some pigs. Everyone enjoyed a most welcome coffe-and-biscuit stop at a beautiful view point overlooking the river Avon.

Then on through more forest until we eventually reached the lunch stop - the Royal Oak near North Gorley. Greatly refreshed by an excellent meal, we wandered back to Peter and Michelle's house at Mockbeggar where we were treated to a glimpse of the latest Austin 7 project followed by tea and stickies.

All too soon it was time for us to head west while some of the group enjoyed a late visit to

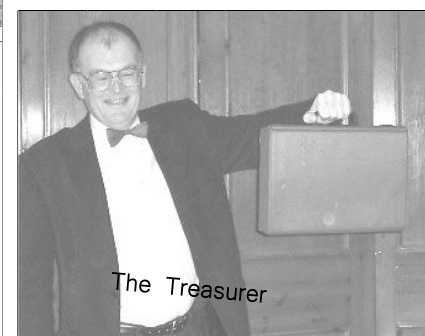
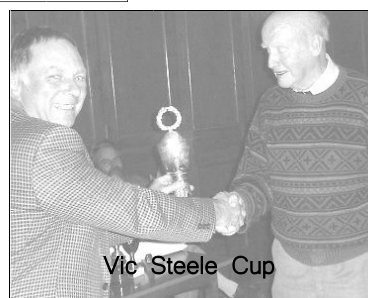
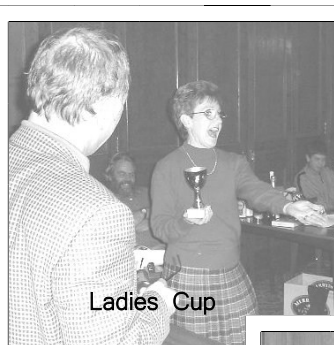
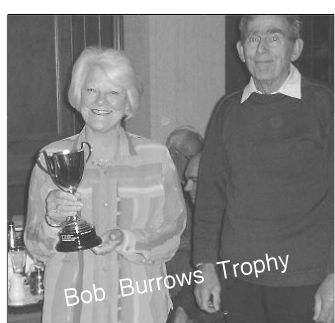
the local craft fair just up the road. We had a sunny drive home with the roof open arriving back in Exeter still in daylight having clocked up 212 miles.

Many thanks to everyone and especially to Peter and Michelle for such an enjoyable day.

Richard and Marlies Bishop

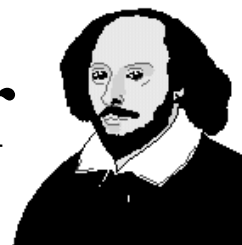


AGM 2000 Awards Night





Poets' Corner



AGM Nerves - or, there's got to be one!

The AGM - Oh Goodness
A time that tries the nerves.
To say our your piece to all around
And see if memory serves.

Remembering all occasions -
With, Who was there, and Why
It can't be very easy
But Bernard sure did try,

Club Secretary close a hand
Not much was missed - if any.
Then Lawrence with his finance high
Accounts for every penny.

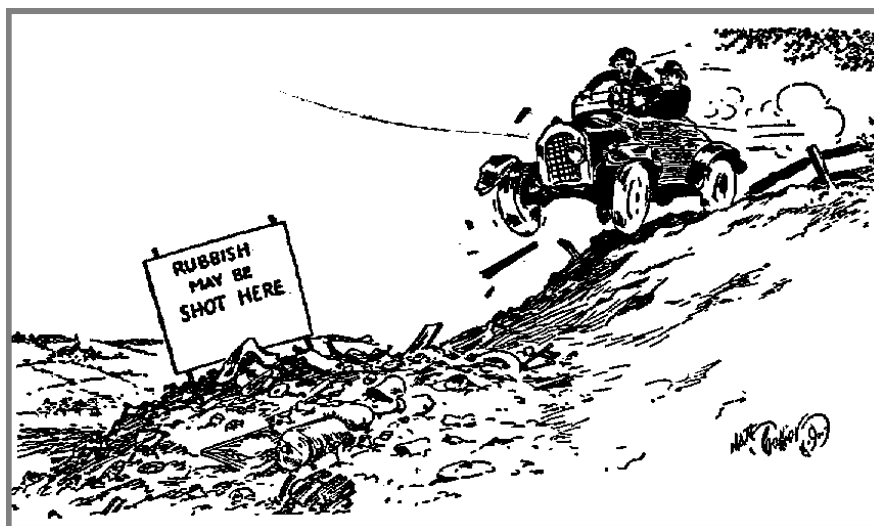
Phil with diction very clear,
Told of his spares so vast.
Then went on to talk - events
Both present and the past.

Now with all the cups awarded,
There just had to be
Some - one to get words muddled up.
Who was that someone?

- ME!

Suzie Fatt

(Suzie tells me she was trying to thank Gary Munn for all his work in the distribution of the newsletter. I knew that! - Ed.)



PASSENGER: "Look out Henry, you've got the car heading right for that rubbish heap!"

DRIVER: "Well, that's where the blessed thing belongs!"

"Jagrose" Pump Action Fire Extinguishers
with bracket
6/3
Ditto extra large size 7 1/2 Goulton Pyrene 18/6 DOW PRICE 5/6

JAGROSE Die Pressed BRAKE LININGS with Rivets.
Complete Sets, front and rear, for AUSTIN 7 (1926 to 1929) ... **4/6**
For Morris Minor, 1926 to 1929, front ... **2/-**
Ditto for rear ... **2/-**

Get a **JAGROSE LIGHT CAR GREASE GUN**
TO-DAY
Fits all standard car grease gun nipples. Forces grease in at tremendous pressure. Equal to the Best.
1926 to 1931, front ... **2/3**
Ditto for rear ... **4/6**

FOIL the CAR THIEF!!
FIT A "JAGROSE" CHROMIUM PLATED LOCKING DOOR HANDLE 5/6
with two Keys
Suitable for all Austin 7's, Morris Minor, and other cars. Actually worth 10/6, and undoubtedly one of the biggest money-saving bargains ever offered. **BOLT** for opposite door 3/-

STUPENDOUS VALUE !
BEST QUALITY RADIATOR MUFFS
Roll-up Front, for Austin 7, Morris Minor, and Cowley ... **4/6**
Worth 15/-
THOUSANDS of MUFFS IN STOCK. Quotation for any other make of car by return, from 1926 to 1936.



STUDS

Zuider Zee 2000 or - to travel is as exciting as to arrive!

Early September and we have just returned from the Holland Austin 7 2000 Rally. Having loaded our minute baggage, tools, maps etc. we set out to travel on tiny wee roads. Just outside Alresford we stopped in the gateway of a corn field for our picnic lunch. I was busy showing Gordon just where we were, - when out of a white van came.... "Do you want to know where you are?" asks driver of van. "Thank you so much," I replied, "but I do know where I am". "Oh", perseveres the man, "this is an isolated area, and people often get very lost". "Thanks", but we are OK", repeats I. "Perhaps I can help you to get where you're going?"....says MAN!, looking very meaningfully at this white-haired old lady navigator, then at Gordon as if to say, "You have my sympathy and I can help". Gordon then joins in. "Thanks but we are OK". "Well, perhaps I can at least point you in the right direction", SAYS MAN WITH VAN!!. "Where are you heading for?" I look at him, smile and quietly reply, "HOLLAND!". You should have seen his face, his jaw dropped open to the ground, he looked towards Gordon hoping no doubt that Gordon would surely admit this old girl to be a nutter. Gordon confirmed, very firmly, that we were indeed on our way to Holland. Man looked totally bemused, meekly replying, "Holland? Well sorry I don't think I can give you any advice on that", and slowly drove off. We sat and roared with laughter!. That set the tone for the following few days of great fun and adventure.

Our route to Harwich took us right through the middle of the City of London....in the rush hour. Great fun to travel slowly up the A3, tea at Wisley Horticultural Garden and into Clapham, circumnavigating Clapham Junction TWICE: comes of having no MAN IN VAN TO ADVISE!; cheered by some street-side, happy, drinking layabouts in Brixham, raising a wan smile and not to say envious look from the thousands, of pin-striped suited employees spilling out from the Bank of England. Oh! What fun to be in an open top Austin 7 on a Summer Evening!

Malden reached off the A11 for a super B&B at the Ship & Anchor. Not only a B&B but the car having got us along so well, the total luxury of a whole day in which to meander in and out of the Essex creeks and marshes, drinking in nostalgic sights of wooden Thames Barges patiently waiting in their low tide mud berths for the eventual floating waters of high tide; tea on the manicured lawns of Frinton on Sea ; on eventually to Harwich via *the* most solitary inlets around Thorpe Le Soken fringing the evocative Horsey Island etc. made famous by the writings of Arthur Ransome. Somewhere along there we paused to take in an appealing village church, an old boy and his entourage of elderly "ladies" from the old folk's

home opposite! All came out to admire our car. It seemed the old boy regaled the ladies with stories of "My Austin 7 which I paid £18 for in 193???" . Wonderful old boy of some almost ninety years whose mission in life was, he said, to keep the whole of the churchyard "clean and tidy". A truly inspiring interlude, so typical of things which happen to one in an Austin 7. Into Harwich, locate the port, find ultra clean B&B, take in good Pub Supper, have good night's sleep and be in line, together with Vince Leek and other Cornish Austin 7s for the sailing to The Hook.

Excellent crossing but what a journey up to Enkhuizen! Gone were the weeny lanes of Essex, no MAN IN VAN - only me to inadvertently get us onto the Motorway going North round Amsterdam!!! In yet another rush hour!! I tell you I did some great dramatic gestures to tell the drivers of that roaring traffic that we were changing lane, even getting onto the hard shoulder...and staying there!!! However, gradually we left motorway madness behind and glided gently into Enkhuizen. Here not MAN WITH VAN but a very kind, helpful Taxi Driver actually said "Follow me", when we asked where our B&B was . We arrived in great style through the cobbled streets and old, old houses into the complex of a newer part and our B&B. There to be met by waving "strangers"? No, not strangers but Ruth and Eberhard Arnold from Krefeld, Germany who we had met at Longbridge 1986 rally and whom we had entertained in our old cottage teaching their Chernobyl student to cook porridge on the Aga followed by a Barn Dance out at South Baddeley! All had lost touch and here we were, the only English people they knew, turning up at the same B&B!! Eberhard whilst driving an old Morris had, it seemed, been completely run over. Yes I mean the car run over by a lorry, having been lucky to survive spending over 12 months in hospital having amazing pieces of metal to patch up his scalp and multiple bones mended. Even now Ruth cannot let him drive a slow car in a rally without following behind with their car and low-loader to protect him from a similar accident. You can imagine their and our horror when we realised just what could have happened to us. Indeed many of us remember with sadness what happened to the late Vic Steele in his Austin seven.

However, all was well for us, and we had *the* most wonderful run round the Zuider Zee, along with about 80 other A7s. Our run home via the Queen Elizabeth Bridge, London, was successful though less eventful hence somewhat duller than our outward journey. 850 miles were driven by Gordon in his 1937 Pearl

(Continued on page 10)



PIT STOP



MOUSE SECOND ON THREE

MALLORY PARK 8/10/00 - the final shoot-out. Going to Mallory for the final two races of the season, our boy was in turmoil even though it was his birthday. The points stood at Keith Jenkins (No.36, Silverstone Special) 76, Dorset Dave (No.32, Mouse Racer) 72.

But a despairing Dave was carrying a secret - he was running on only 3½ cylinders! In the previous race, a storming Mouse had left a smoke trail that closed the M69 10 miles away. On inspection back in the garage a broken ring in number 4 was soon replaced and an offending score in the bore soon honed out. But, horror of horrors, after a weekend's work there was no difference - low compression and bags of smoke from the crankcase breathers and no time left. With the elusive Championship at stake, a determined Dave was not going to be diverted from his long-cherished dream of first place.

Qualifying went well in light drizzle with DD 3.6 seconds faster than Jenkins. But, in the first race, after a very close wheel-to-wheel tussle, a hopeful Dave was pipped at the post by 0.75s - less than a wheel width. The points now stood at Jenkins 87, Whetton 82 with one last race to go.

Being down on power meant that desperate Dave didn't have the raw "grunt" to beat Jenkins down the two long straights at Mallory. Over lunch, a team conference worked out our only chance to overtake was round Gerrards - a long fast curve that a dairing Dave could do flat but Jenkins always lifted on. Once in front, a dasterly Dave could successfully block his arch-rival.

And so the scene was set for the final battle - the winner of the last race would be overall Champion

and a second place would result in a final second place. Sitting on the grid, driver Dave was rehearsing his winning move round Gerrards when the marshals announced that the outside line on Gerrards was

covered in oil from the previous race and must be avoided at all costs!

DISASTER!!

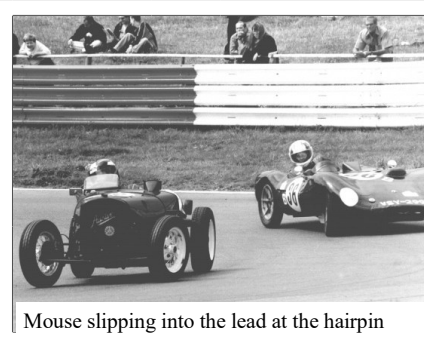
Dorset Dave was so covered in confusion that, when the lights went

green, he tried to start in third gear and Jenkins shot away! The race, however, was as close as the first with Our Boy taking the lead on the hairpin but losing it on the straights. At the finish there was less than a car length in it with Jenkins finishing 0.18s ahead and a well-earned first place in the Championship.

So - another Winter, another re-build, another block? Will next year be Dorset Dave's *annus mirabilis* or just another annus? Whatever - your trackside reporter will be there with all the goss and all the news.

Your own

Penelope Pitstop



Mouse slipping into the lead at the hairpin

Zuider Zee Tour (Continued from page 9)

Cabriolet without even the slightest mechanical hitch!!

Biddy Brown

Thank you for adding to the previous reports of the time spent in Holland. A lovely contrast. It always seems that amazing things happens as soon as we step into our Sevens! - Ed.

LETTER BOX



Dear David

Recently I read an article in the Daily Telegraph Wheellife Section about a man with a 10 year old Mazda who had been quoted £410 for a service and a further £141 to replace the front brake pads and rear window washer pump - a total of £551.

He had seen that the Ferry Travel Club in Dover was offering a two night bed-and-breakfast stay for two in the three-star Flanders Hotel in Bruges with indoor heated swimming pool for £176 including the Dover-Calais ferry trip.

He then called a garage in Bruges who gave him a quote which, with the Belgian Franc at 64.9 to the pound, worked out at £300.

So he had a short holiday, the car serviced and was still some £75 in pocket over the UK -quoted price.

He also says that he bought Economy Light Bulbs at £1.52 (HomeBase £4.99p) plus Spirits and Wine and reckoned that in total he had saved himself something like £350.

We usually go to France in the Spring and Autumn when the fares are cheaper and with diesel in France at around 50p a litre we can save £12 on one fill-up which almost pays for the Ferry crossing. With the saving on wine & spirits and some foods etc. it's not a case of can we afford to go, it's more a case of can we afford not to go!

David Burris

CLUB FAMILY NEWS

IN THE CLUB

It was "Welcome" to new members Josie and Tom Harrison at the last club night. They bought their January '34 Box last July in Verwood very close to where they live. And what colour is the car? Well it's black over black! They even bravely christened it by joining the October club run but, as Tom said, he "just stared at the blue car in front over his white clenched knuckles"! Tom's not exactly new to Sevens although it's nearly half a century since he last owned one. He bought a '36 Tourer in 1950 and drove it for six years before parting company. I bet the Box cost him a bit more to buy than he got for the Tourer!!

KEEPING IT IN THE CLUB

George Mooney recently completed the restoration of his green Mk2 Ruby but he and Joy have decided to sell it. And the lucky new owners of this immaculate little car? None other than Paul and Sheila Perry who are also in the throws of getting their Cabriolet back on the road. I understand that Paul and Sheila plan to have both the Ruby and the Cabriolet at Swanage next year. I hope so. And what will keep George out of trouble now? He's just bought a '33 4Seat Tourer which, although it's all together, needs quite a bit of work doing to it. That'll keep you busy over the winter, George!

HIP, HIP OH DEAR

Unfortunately Alf Edwards had to miss the last club night as he's suffering with a hip problem. He's previously had a hip replacement but it seems like it's worn out and needs to be replaced. We all hope you don't have to wait long to get it sorted out, Alf, and we'll see you and Ivy at the club soon. In the meantime, take it nice and easy.

(Continued on page 13)

THE WAY WE WERE - a blast from the past

From the Club Newsletter for NOVEMBER 1979

21

WE'RE OFF - my first newsletter compiled and ready for printing. Thanks to Phil for his hard work as Editor over the last two years. Phil has now taken on the job as spares secretary funded entirely out of his own pocket so watch the newsletter for spares to come. Our new social secretary - John Stone - has been very busy organising a Christmas barn dance to be held at the Scout Hall, Redcotts Lane, Wimborne. Tickets £1.60 to include ploughman's supper but bring your own drinks! SUBS ARE NOW DUE - £3.00 without A7CA mag (£4.75 without).

Glyn Llewellyn

SECRETARIAL

With the AGM over, we have now been in existence for 3 years. After the vote on the sore point of money, subs have had to be raised (see above).

Bernard

NEW COMMITTEE

Chairman	Derek Munn (<i>Gary's father - Ed.2000</i>)
Secretary	Bernard Cowley
Treasurer	Lawrence Rideal
Events Sub-committee:	John Page, Gary Munn, Glyn Llewellyn
Social Sec.	John Stone
General Assistance	Mike Wragg
Editor	Glyn Llewellyn

TIP OF THE MONTH (from the Newsletter above for Nov.79 - our first recorded Tip of the Month! - probably by Phil Whitter)

When overhauling the rear axle be sure to check the bearings inside the torque tube. There are four bearings - one just behind the pinion gear, two together near the centre (these are the thrusts) and one at the flange end. The bearing behind the pinnion seems to be the one to wear first. Test it by gripping the centre ring in a vice and try to rock the outer ring. There should be little or no movement. The one at the flange does not seem to wear so much. The two in the centre should be tested as a pair and there should be no play at all.

All these bearings are still available at local stockists costing well over £60 (including the two thrusts on the differential). (*They can now be bought from our own Willy McKenzie for about £120 the set - Ed.2000*)





NEW MEMBERS

A big welcome to Tom & Josie Harrison from Verwood with their 1934 Box. It was good to see all three of you at the last run.

FOR SALE

1969 Triumph Vitesse 2 litre convertable with overdrive. Red with black hood. Full restoration 6 years ago. Many extras. Hard top available. Needs TLC hence **price negotiable!** Ring Sue on 01202-848743

Mini Run Report - Wood Green Village Hall

The weather on Sunday 3rd. September was glorious for our trip to the New Forest to see the wonderful murals in the Wood Green village hall. They were painted in 1931 and featured people of the village going about their various businesses. We were looked after extremely well by the ladies of the local WI who served a delicious cream tea in the hall.

Alan Thompson (Morris Register) via David Burris

Club Family News (Continued from page 11)

THAT TIP, TOP 'EM FEELING

Sue and Mike Topham are feeling on top of the world at the prospect of becoming grandparents next April, but say they just don't feel old enough!! Son Russell and daughterinlaw Eve are said to be equally ecstatic. But everything's being kept in the (Austin Seven) club as Eve's parents are Pat and Stuart Creasey from Seend in Wiltshire, and they're members of the Bristol club. So the youngster's going to be a real Austin baby!

NEARLY BACK ON THE PACE

Bill Quayle was missed at the AGM last month which must be the first time for years. The reason was that Bill had just had a pacemaker fitted. We hope you're feeling well soon, Bill, and I understand you're hoping to make it to the Christmas Dinner. Take care and fingers crossed.

BEST WISHES

Unfortunate Emma Mainzer has not been well recently. We all send you our very best wishes, Emma, and hope you're feeling much better soon.

TREBS

EVENTS

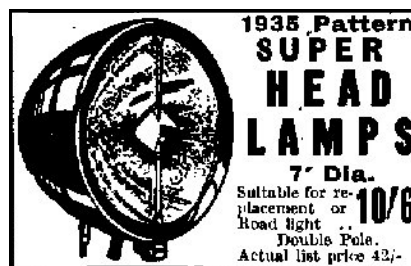
Thursday 16th Nov	CLUB NIGHT	is AUCTION NIGHT! NO liquids, clean items only, 10% of sales go to Club funds, sellers please come early.
Sunday 19th Nov	CLUB RUN	Lawrence's South Forest Run: meet at Cat and Fiddle car park (on the A35 at Hinton Admiral, grid reference 205953, which is a few miles east of Christchurch) 10.30 for a 10.45 departure. Our route will take us through the southern part of the New Forest with a pub lunch and a postprandial stroll through the autumn leaves for those who feel fit. Bring wellies or other stout footwear.
Thursday 23rd Nov	COMMITTEE MEETING	
Thursday 7th Dec	MID MONTHLY MEET	Three Tuns, Bransgore
Saturday 9th Dec	CLUB CHRISTMAS DINNER	7.30pm for 8 at our own Tyrrell's Ford Hotel
Sunday 17th Dec	CLUB RUN	An early pre-Xmas Run from Gary. Meet QE School at 10.30am for a 10.45 off.
Thursday 21st Dec	CLUB NIGHT	Noggin 'n Natter with a display of motoring gifts for sale by our own Anne McKenzie.
Sunday 24th Dec	NO CLUB RUN	
Thursday 28th Dec	COMMITTEE MEETING	

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