DORSET Austin Seven CLUB

NEWSLETTER

July 1999

Breamore Returns

See Page 12

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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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 cover features a CHUMMY TRACTOR (with 2 gear boxes) bought by Bernard from a small-holding in Longham in the 80s. He later sold it to Paul Mainzer who restored to its full glory (a very bright yellow Chummy). It now resides in Germany. Thanks to Bernard for the pic. Son Daniel is now 24!

EDITORIAL

Reports are coming in thick and fast about SUMMER SHOWS. Remember to share those little country nuggets with us if you get drawn in whilst on hols.

This month I've reviewed the Government's latest little scheme - changing our number plates. (They'll be trying to get rid of the pound next!) Although it doesn't affect the good ol' A7, we're all motorists so it should be of topical interest - they would like to hear your views too! - and there's an interesting article from ROGER BALLARD on what his girlfriend found to twiddle with under the dashboard. Talking of Roger, he's reviving BREAMORE for us. For newer members, it used to be one of those magic moments in the DA7C calendar - a friendly family affair with wind-up gramophones and picnics on the rug. However, he does need an indication of interest so ring him NOW or catch him at Club Night. And talking of ringing (links that Trevor Macdonald would be proud of there), see page 9 for details of an event that GARY MUNN needs an early indication of interest before *he* can start to organise a Dorset presence. It's all go!!

I've got my first bottle of UN-LEADED ADDITIVE - a free gift, of course. However, all the articles I've produced in this mag. indicate that only high-revving, heavy-loaded engines such as racing specials and Vitesses will be affected by using un-leaded petrol. A word of warning though - the FBHVC report that once you start on one sort of additive, you must stick to it. So that's why were going to get inundated with free samples!

Finally, I've ousted this month's Tip of the Month for a STOP PRESS on page 5 to keep us up to date with MATTHEW who's had some bad luck in Oz.

Keep the articles coming

David

Deadline for the next issue is 23/07/99 . Please send material to me by post, fax or E-mail or pass it over to the Editorial Team at Clubnight.

SECRETARIAL

What a fabulous show of Austin Sevens at the Tyrrell's Ford last club night, they filled the car park. Roger Ballard was kept busy with his camera, taking pickies of each one, whilst Gary Munn attempted to work the Gas analyser for the exhaust emissions. Well done and thanks to you two. Brian Hughes won the Landlords prize of a bottle of wine (Champers I think) with his lovely red special. Well done.

Pat and I took the Tickford and camper to Spye Park, where we met up with a large contingent of Dorset members for another memorable weekend. One of the highlights was when Russ and Eve Topham's newly finished Ulster won all of its possible classes on its first outing. You've never heard such a cheer, fantastic and deserved.

I understand that the other 'do' that weekend – the Copythorne Fete - was very good and also well attended.

Just time now to get you cars polished for Beaulieu and THE EVENT OF THE YEAR – OUR OWN SWANAGE RALLY. See you all club night, in the sevens of course.

Glyn

THE DORSETS AT COPYTHORNE.

20th June 1999

Sunday dawned wet and miserable. Did we really want to take the newly polished Pearl and Opal to Ringwood and beyond in the rain? But we couldn't possibly let down Bobbie and David Burris who hoped to take a posse of Sevens to the Copythorne Vintage Vehicle Show. We promised to meet Tony Thompson in his 1924 Austin 12, so we couldn't possibly chicken out. And sure enough the sun began to shine as we approached Ringwood. Would the Spye Park Weekenders deplete the numbers? Not a bit of it. Nine cars assembled in Ringwood Carpark: as good a turn out as one could possibly wish for on a mid summer morning.

In addition to Tony Thompson's big Austin there were three Pearls: Bobbie and David Burris's 1936, with the pram hood, and two later 1937 versions belonging to Gordon Brown, and Paul and Sheila Perry. Gary and Suzie Fatt were travelling in their 1928 Fabric Saloon; Biddy Brown was soloing in her 1935 Opal Tourer, while Richard and Marlies Bishop had journeyed all the way from Exeter in their 1935 Ruby to be among the first arrivals. Brian and Jean Hughes cut dashing figures in their 1936 Special, and last but by no means least were Peter and Michele Trebilco in their 1936 Ruby Mark 1.

Bobby and David led us on a delightful Forest run although we wondered whether the strong Police presence on the road to Burley Street were part of some European plot to drive Austin Sevens off the road. But all was well, and we were led through 'bosky bowers' and 'gorgeous glades' as we wended our pretty way to the lunch stop at the popular Compass Inn at Winsor (their £5 curry on a Monday night attracts punters from miles around).

And so to the ultimate destination: the delightfully rustic Copythorne Vintage Vehicle and Steam Rally. All eyes turned admiringly as nine immaculate Austins swept onto the rally field and joined the already assembled interesting collection of cars, steam engines, commercial vehicles, buses and coaches, tractors, motorcycles, and Uncle Tom Cobleigh and all. There was a working thresher- baler, and chaff cutter, bringing back to some of us, happy childhood memories. Varied refreshments were available, and a free Forest tour in a vintage bus; and we all whiled away a very pleasant afternoon, before being invited back to Bobbie and David's lovely house and garden for a delicious afternoon tea: a perfect ending to a perfect day. Our thanks go to Bobbie and David for their superb organisation and generosity, in providing yet another 'day to remember' in the annals of the Dorset Austin Seven Club.

Gordon Brown.

thanks for the expressive report, Gordon - especially as it was received via the internet - another first for the Dorsets. Ed.

The White Knuckle Boat Ride

WEDNESDAY
28th. JULY 1999

Assault/Cliff course, boat rides, pony rides, Snow-cat rides, bouncy castle, kiddies karts, face painting, BBQ available/ hamburgers/hot dogs/ice creams/drinks/Beer etc.

ENTRANCE AND ALL FACILITIES FREE!!

restricted to DA7C Members arriving in pre-1960 cars only
for security reasons you MUST let Brian Willbourn know adults names and your car registration before 23rd. July. There will be no "admittance on the day".

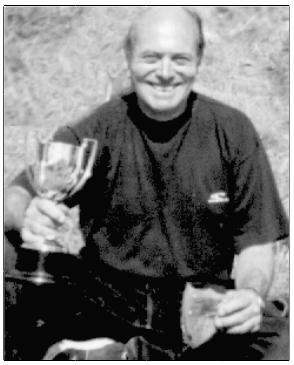
Meet at 11.45am Broadstone Middle School or at Noon at The Yachtsman Pub, Hamworthy. No direct access, hence need to arrive in convoy.

A TOPHAM GOOD SPYE PARK '99

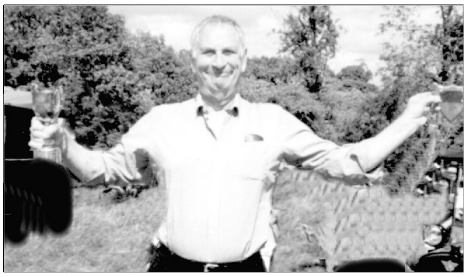
It was a lovely summer day as we arrived at SPYE PARK on the Friday having travelled with our new Seven "Dinkie Doo" on the trailer for the first time and met up with Glyn & Pat and some early arrivals from the Bristol A7C.

But Saturday dawned cool and showery as Austin 7s, tents, caravans and trailers arrived in quick succession and the park was full in no time. Time was happily spent as usual looking at and talking about cars, cars and more cars. Even the perimeter road was used as a practice circuit. Some relief for us ladies was to be found in the afternoon with the screening of THE ROYAL WEDDING on various TVs although the men seized the opportunity for a short road run to a local hostelry for a beer or three. You have to admire their dedication to their hobby!

In the evening, Janet & John Stone arranged a meal at the Oliver Cromwell for 14 which ended up as 24! However, the pub coped admirably, the food was excellent and the beer and conversation flowed freely. We were kept in stitches by Jeff & Marilyn's account of the recent health problems they have had - not with Jeff, but the pet hamster! The vet's bills were more in line with a Great Dane - no wonder Jeff didn't buy very much at the autojumble the next day. Later we joined the crowd at the infamous barn dance and the less said about that the better.



Sunday is - autojumble day. A sunny morning saw even the worst-for-wear up and out to catch that elusive bargain. (Whether actually needed or not!) Hot air balloons came down low over the field to take a closer look at the cars all polished to perfection and lined up in the rally field only to be greeted by a cacophony of horns and hooters

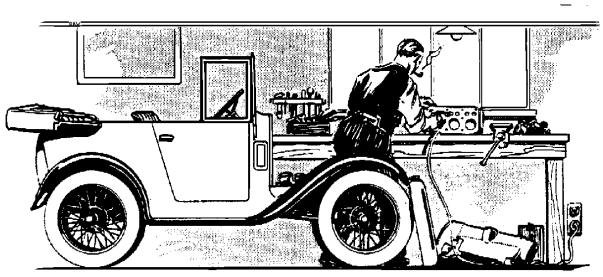


And didn't the Dorsets do well in the prizes - Phil Whitter 1st in class 2 (Tourers 1925-28); Richard Cressey 1st in class 11 (Saloons 1931 - 32); Paul Mainzer 1st in class 12 (Saloons 1932-34); Russell Topham 1st in class 26 (Specials) as well as the Biffen Trophy for BEST CAR IN SHOW. This was especially well deserved as Russell has spent the last five years restoring his Ulster Replica and this was its first time out! Russell's caption on the car read "Love of my Life, Apart from the Wife" - very apt.

Sue & Mike Topham

MATTHEW CHEESEMAN

After coming out of the England v Australia Rugby match in Sydney, our world-wide roving ambassador was mugged for a measly £15. The first he knew of it was waking up in hospital with a broken jaw and several teeth in the wrong place. He has since been discharged from hospital but as he was staying in the local YHA he is making plans to go and stay with either brother Scouts in Melbourne or relatives in Adelaide. Knowing Matthew, my money's on Melbourne. This will inevitably change his plans somewhat so watch this space. Father John thanks all DA7C Members for their good wishes and asks that you mention Matthew in your prayers - he needs all the help he can get. And he can still be E-mailed anywhere in the world on **matthewcheeseman@hotmail.com**



technical torque

Freewheeling Rog. Tales of the Sixties

The article in the April edition of the DA7C news letter brought back memories of my experiences of a freewheel fitted as standard to a 1952 Rover 75 I had when I was a student.

The Rover had a 4 speed column change and the free wheel was engaged by turning a hand wheel situated below the dash board on the passenger's side, the significance of the position of the control will become evident later on in the narrative.

The gearbox only had synchromesh fitted on 3rd and top gears but if rapid progress was to be made it was essential that first gear was used entailing double declutching into second gear, and conversely if a downward shift was needed into 2nd then double declutching was required. All this with a column change.

To avoid all this double declutching, Rover thoughtfully fitted a freewheel as this enabled the driver to change up or down the gearbox without using the clutch at all. Merely lifting the accelerator pedal would, when the freewheel was in the operating position, allow the freewheel to disconnect the rear of the gearbox from the drive train, and allow the gear to be changed as if the clutch had been disconnected but because there was not a heavy flywheel at the rear end of the gearbox rapid changes could be made without producing nasty grinding noises.

The Editor was questioning if the article he reproduced was a hoax as would anybody go to so much trouble to produce the freewheel to be fitted as an option to an Austin Seven?

I suspect that they would, as many people had great difficulty in mastering the art of double declutching and the freewheel did away with the necessity of the clutch.

I was a little puzzled by the cable fitted to the clutch pedal, which actuated a break on the free wheel, this would appear to stop the rear of the gear box when the clutch was depressed thus bringing all the gears in the box to a standstill, as long as the gear leaver has not been moved before the gears have come to a standstill. This was not fitted to the Rover and not necessary as long as the gear changes are done quickly before the gears at the rear of the train do not stop.

A friend of mine had a Lancia Augusta of late 30s construction at about the same time as I had the Rover this also had a free wheel as standard but no synchromesh at all.

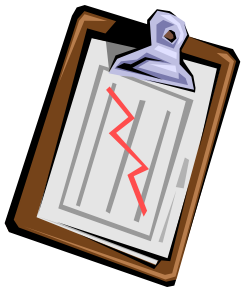
The engaging and disengaging wheel on the Rover actuated a dog clutch to lock the two halves of the freewheel mechanism together and was best actuated when the car was stationary but it could be done on the move if the car was accelerating at the time.

I was taking my girlfriend, of the time, out for a drive one evening and she suddenly reached forward an started twiddling my freewheel handwheel. As I was freewheeling at the time it made the most terrible grating noise, before I accelerated to get the two halves of the freewheel going the same speed. I was not too pleased with her, but we made it up later!

Roger Ballard

At least it was only the handwheel she twiddled! Thanks Roger - Ed.

Info Page



New Number Plate Format
~ A consultation paper

Ministers recently announced their intention to introduce a new vehicle registration mark format in September 2001, upon the expiry of the present series of "prefix" numbers. The new format will comprise three letters, two numbers and two letters [ABC 12 DE]. The three letters will be the random component of the mark, the two numbers will indicate the age of the vehicle and the two letters will be a geographic indicator of where the vehicle was first registered. The Department of the Environment, Transport and the Regions (DoETR) will be conducting research later in the year to help decide whether ABC 12 DE would be a more memorable format than AB 12 CDE. The Agency, in the meantime, wishes to establish the views of interested parties on the local indicators to be included in the new format.

However, there is a problem - the age identifier will change every 6 months. So the most obvious use of numbers to indicate years - “12” = 2012, “13” = 2013 etc. will not work easily. The DoETR suggests adding 50 to the September year code. Therefore, “12” = March 2012 and “62” = September 2012, then “13” = March 2013 and “63” = September 2013 etc. I leave it as an exercise for the reader to work out how long this will last and what the DoETR suggests happens afterwards.

The DoETR are also suggesting changes to the “local identifiers” currently in use (EL = Bournemouth for example) and to introduce a more memorable system - “L” = London, “B” = Birmingham and “H” = Bournemouth for example. (?!):

A	East Anglia	Ipswich, Norwich, Peterborough
B	Birmingham	Birmingham
C	Cymru (Wales)	Bangor, Cardiff, Swansea
D	Offa's Dyke	Chester, Shrewsbury, Worcester
E	Essex	Chelmsford
F	*	Brighton, Maidstone
H	Hants	Portsmouth, Bournemouth
J	*	Luton, Northampton
L	London	Sidcup, Stanmore, Wimbledon
M	Manchester	Manchester
N	North East England	Middlesbrough, Newcastle
P	Preston & Carlisle	Preston, Carlisle
R	Robin Hood Country	Nottingham, Lincoln
S	Scotland	Aberdeen, Dundee, Edinburgh, Glasgow, Inv'ness
T	Thames Valley	Oxford, Reading
W	West of England	Bristol, Truro, Exeter
Y	Yorkshire	Leeds, Beverley, Sheffield

I have put a copy of the full consultation paper in the Club Library. The whole document is also to be found on the Agency Web Site at: http://www.open.gov.uk/dvla/dvla.htm. Any comments or suggestions should be returned to the Agency by 15 September Internet, e-mail, or by post.

The Editor *(this is not April 1st.!)*

PIT STOP POSTSCRIPT

The story so far left Desperate Dave with two blown pistons at the end of a Victorious Goodwood, the Mouse all over the garage floor and only a week before the next 750 Trophy meeting at Mallory Park.

Now read on .....

After two practice runs (!), changing pistons had become a breeze. The trouble was - the only spare pistons to hand were Renault 4 (+84 thou") and, as they seemed a trifle tight, especially with their brand new rings, a 'phone call to Mouse's real father revealed the awful truth - VINCE LEEK USES AUSTRALIAN +80 PISTONS!!! Now this is rather like discovering that Van Gough painted by numbers. However, when the racing bug bites, it bites hard and Devastated Dave soon re-fashioned an old ring-fitting tool with extra squashing potential and, with the aid of the Very Large Hammer borrowed from neighbour Bodger (*a reference for the old-timers there!*) the two obese pistons were soon tucked neatly into their new homes and Delighted Dave took himself off to the DA7C 8-til-Late at the local hostelry. Having told his tale, the lads took the only action possible - they all sat on him and shouted obscene words such as "ring gap", "aluminium expands more than steel", "bores will go pear-shaped" and the clincher - "think of the cost of a new engine rebuild" until Deplorable Dave was brought to his senses.

"Thanks lads - that's what friends are for", sobbed Desolate Dave, as his Badger Best went from 4.3% down to 2.8%.

So, no Pit Stop report this month. Sorry everyone, **Penelope Pitstop.**

Is this one of the earliest snaps of Dorset Dave in action? - No, but thanks to Gary and John who spotted it in the Daily Telegraph leading an article on James Lambert who makes these "dinky" cars out of scrap metal. (Some of us try the same trick with the full-size ones!) - Ed.

CLUB FAMILY NEWS

OUT ON THE ROAD AGAIN

It was nice to see two Sevens out recently after some time off the road. Gary Munn joined in the May Club Run in his Cambridge style special, based on a 1936 Ruby chassis. The car, finished in British Racing Green (as the adverts would say) was originally built for the Euro Tour of 1992. However it's been off the road since December 1996 so it was good to see the smart little thing out and about again. Also on the road again after some months was the 1931 red Box of Cam and Den Larking. This has been in the garage since last year whilst Cam and Den have preferred to use their white Cambridge Special. However the old girl was out at the June Club night (the car that is). She was bought back in April '92 as a non runner but after much work by Den (including replacing most of the ash framing) 'Geraldine' was put back on the road in 1996, covering 900 miles in the first year and picking up Best Car in Show at the first rally attended! Now names of cars are a funny thing aren't they? Cam and Den named the car Geraldine only to find out some time later that it was the same name used by the former owner. I guess she must just look like a Geraldine!

IT'S ARRIVED!

(Continued on page 11)

LETTER BOX

Dear David,
Please use the Newsletter to express my thanks to all the DA7C Members who supported my little fund-raising venture for Bournemouth Hospital Ward 10 Breast Cancer Unit. Thanks to everyone's generous donations and gifts we raised over £500 which will buy a cold drinks
machine for those patients on chemotherapy and a further £25 which will be going to the Lewis Manning Hospice.

And a letter forwarded by Bryan Whitfield from the Bristol A7 Club

MARLBOROUGH CARNIVAL WEEK-END
11TH/12TH SEPTEMBER

The Marlborough and District Carnival committee has invited the BA7C to stage a display of Austin Sevens during the afternoon of Sunday 12th, as part of their well-attended show. To make a weekend of it, Peter has put together some extra attractions. We'll be starting off from the Golden Swan pub in Wilcot, near Pewsey, Wiltshire with an informal run in the afternoon, returning to the pub for an evening meal, real ale (the best kept 6X in Wiltshire, so the landlord says) and a chance to swap those summer holiday breakdown stories. The pub offers accommodation: up to 30 adjoining tent or caravan pitches for fresh air fanatics, whilst the sybarites amongst you can luxuriate in bed & breakfast. They have three double rooms available at £35/night and one single at £20. If you want to book, a £10 deposit is requested; please call Mrs. J.F. Weeks on 01672-562289.

On Sunday morning, there'll be a simple 20 mile Treasure Hunt, starting at 10 -10.30 and taking you through the lush and lovely local countryside. We'll be visiting some interesting sites, but we're not giving away any clues yet! The Treasure Hunt finishes at the Royal Oak, Wootton Rivers in time for lunch and an informal prize-giving. A few pre-war cars belonging to Carnival committee members and their friends may also participate. From there we'll all travel together to Marlborough, assembling in the High Street at 2pm. Our Austin Sevens will form a highlight of the Carnival display; the organisers have told us there are up to 130 parking spaces (the road will be closed to all other traffic), so please lend us your support!

At 4pm we'll drive out of the High Street in a triumphant cavalcade to leave space for the Carnival Procession. Parking spaces will be reserved for us in the grounds of Marlborough College (five minutes' walk away) for those who want to watch the rest of the Carnival or, of course, you'll be free to make your various ways home.

Please join us for the whole weekend, all day Sunday or just for the display on the Sunday afternoon. For more details, please call Peter or myself on the numbers below.
Peter Wheals 017~3 812696, Bryan Whiffield 01793 854472 or, DORSET MEMBERS ring Gary Munn on 01202-683848

THE WAY WE WERE - a blast from the past 21

From the Club magazine for July 1978

"The Dorset A7C had a good day at the annual Beaulieu pilgrimage with Gary and Nigel "Highly Commended", Glyn taking the M class trophy with his '34 Ruby and our driving team of Bernard, John Page and Richard Hornby coming third. Glyn has just told me he's acquired a '32 Box as a project for the Winter - hope it's as good as the Ruby.

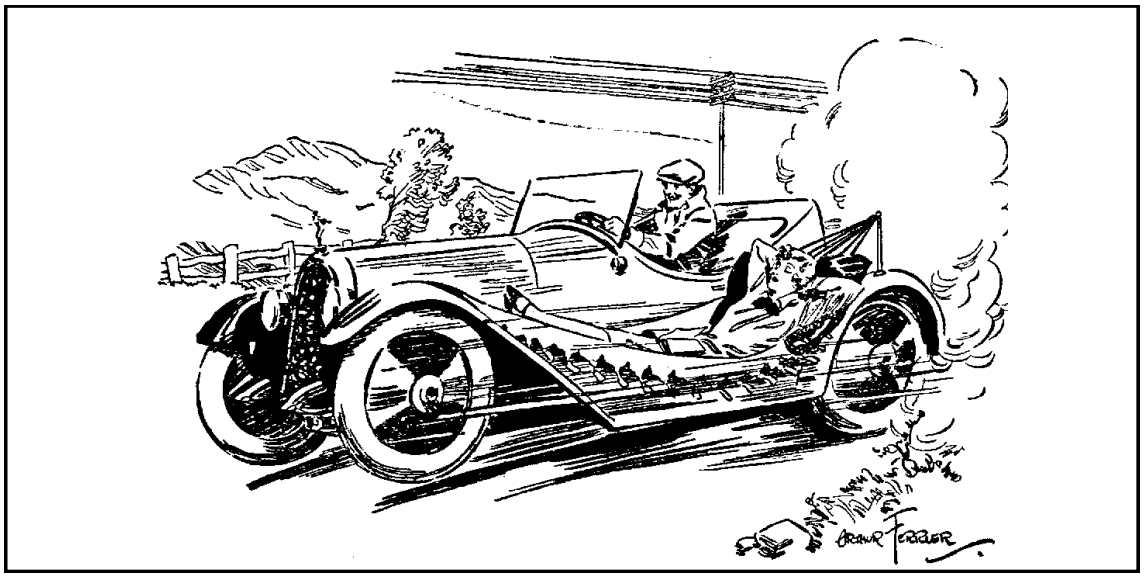
I represented the club at the A7CA meeting where we heard from the Historic Vehicle Clubs conference - a yearly meeting to ensure that necessary steps are taken to protect old car enthusiasts from legislation. The latest warning is about Swanage - if you have a log book not registered in your name get it registered as soon as possible.

CALDICOTT RALLY REPORT - Richard & Margaret Cowell

We had a good run over the Seven Bridge into Wales. The car was very full as we had the four of us in the front of the Ruby and a large frame tent on the rear seat and all the camping gear. Saturday evening saw many Austins arrive and Ian Dunford (BA7C) was a particularly colourful spectacle with his large beard sticking out from under a large straw hat covered with poppies and roses. About 60 cars were there including one eye-catching black and beige Box with matching bikini-clad lady driver. We had a good run home and the car behaved itself most of the time.

WANTED Richard Cowell needs a good wiper motor for a Ruby.

THIS MONTH'S EVENING RUN is to Lymington Quay and the Wagon & Horses.



THE NEW HAMMOCK ATTACHMENT

Designed for the girl who likes to laze and the man who wants to be on the move.

CLUB FAMILY NEWS *(Continued from page 8)*

You've heard about Mike and Sue Topham planning to buy a Chummy Special. You've read about how they trekked 'up north' to get it. Well it's now on the road in record time and was amongst the masses of Sevens at the last club night. I'm told she's been named Dinkie Doo. Well done Mike and Sue.

LIKE FATHER .....
After 5 years in the building, Russell Topham has at last completed the nut and bolt 'restoration' of his Ulster Replica. In fact when Russell bought the car it had a fabric body. And why did it take 5 years to build? Well during that time Russell's got married and bought a house, so I suppose he's got a bit of an excuse! Let's hope we see it at Club night soon so we can all have an ogle.

FIT TO DROP? - NOT THIS MAN
I have it on good authority that one of our keen members, Paul Perry, is currently taking part in a self protection course (I didn't know Club nights got THAT rough). Not one to rest on his laurels he's also in training for an indoor rowing competition taking place in Birmingham next November. You put us all to shame Paul, but good luck.

SECURE SEVEN
A recent quick fix by Chris Biggin on his 1930 Tourer has turned out to be a bit of a security feature. He previously had a brass tap fitted but the arm accidentally became unscrewed and it dropped off. In order to be able to turn off the petrol when garaging the car he found that a floorboard nail (the sort with a square cross-section) fitted the hole left by the arm perfectly. He can now turn off the petrol and remove the nail, making it most unlikely that a would-be thief would be able to drive away the car.

RAISING MONEY FOR CHARITY
Marion Trimby has just completed a wonderful bring and buy sale, raising a total of £525. The money has purchased a much needed cold drinks machine for Ward 10 at the Royal Bournemouth Hospital, with the remainder of the money going to the Lewis Manning Hospice. Very well done Marion. As if the job of organising this all day event was not enough (it lasted from early morning until quite late in the evening) but it was done whilst nursing a broken wrist, sustained when tripping up a step at the Dean Court football ground. Still she's only had to endure THREE separate plaster casts over the last six weeks but, by the time this newsletter is out, hopefully she'll no longer be plastered (medically speaking). **TREBS**

COMMITTEE NEWS

Sweatshirts and Polo Shirts (No- not polo*necks*, grandpa!) are coming back, but, like Ford Model As - only in a restricted range of colours. Bernard will be modelling the new range soon. We will also be ordering more of Jonathan Wood's delightful little book - "The Austin Seven" at £3 as they all got gobbled up last Club Night. Talking of Xmas prezzies, an old Austin film "Cornwall Calling" has been video-copied and copies will be available at Club Night at £5 each.

oO CLUB DIARY Oo

Thursday 15 July **CLUB NIGHT** talk by Mr Langdon Tomkins from the Swanage Railway.

Sat 17 July **TREASURE HUNT and BBQ WEEKEND by Peter Treliving.** Peter is holding an Austin 7 weekend for friends & families in the DA7C and the Solent A7C and we are invited to join in either on the Saturday, or Sunday or both. It is a very relaxed affair where people come and go as they please. There is an outdoor heated swimming pool, BBQ equipment and a treasure hunt. You can come over Saturday afternoon and stay for an evening grand BBQ, camp overnight or just visit on the Sunday to try the treasure hunt. Peter's place is "Nightingales", Whitesheet, Holt, Wimborne Tel:01202-882205 or mobile 0836-591794. **See map in June Newsletter.**

Sun 18 July **TREASURE HUNT RUN by Peter Treliving.** On Sunday, you could include your own pub visit on the treasure hunt route or return to Peter's with your own picnic or BBQ meal. Meet at 10.15 am at Peter's to pick up the treasure hunt details. Don't forget your cozzies! **See map in June Newsletter.**

Thursday 22 July **COMMITTEE MEETING 8.30 pm Tyrrell's Ford Hotel**

23-25 July **NETLY MARSH STEAM & VINTAGE RALLY**

Wednesday 28 July **SPECIAL EVENT: THE WHITE KNUCKLE BOAT RIDE.** See page 4 for details. ***Pre-booking only.***

Thursday 5 August **8-til-Late: JAZZ EVENING RUN to the White Buck, Burley by Phil Whitter.** Meet 7.15 pm for 7.30 off at Ringwood Car Park.

oO FUTURE EVENTS Oo

Thursday 19 August **CLUB NIGHT: A talk on the New Forest Airfields by the author Alan Brown.**

Sunday 22 August **CLUB RUN to Knoll Gardens.** Meet QE School 10.30 am for 10.45 off. Eat there or picnic in the gardens. Old Thatch Pub nearby for the desperate.

Sunday 29 August **BREAMORE HOUSE CLASSIC MOTOR SHOW.** Details later but if you intend going ring Roger Ballard (01722-323570) before 25/7/99 or see him next Club Night.

Thursday 16 S **CLUB NIGHT: Noggin & Natter**

Sunday 19 Sept **BERNARD'S FAMOUS KITE FLYING RUN -** start building now.

ELLINGHAM SHOW Saturday 14 August

THE PREMIER AGRICULTURAL SHOW IN THE AREA

Ellingham Show is held at SOMERLEY PARK (nr. Ringwood) and members who have previously visited this event say what a wonderful show it is with the tremendous variety of events and animals which are a feature of the show.

The show starts at 10 am and to enter contact PHIL WHITTER (01425-475558) before Friday 20 July.

NO LATE ENTRIES - WE ARE THE ONLY CAR CLUB ALLOWED IN THE SHOW!

HAPPY MOTORING