

# NORTH HAMPSHIRE *AUSTIN* ENTHUSIASTS GROUP

Founded 1973

## Monthly Newsletter and Events Update

[www.nhaeg.org.uk](http://www.nhaeg.org.uk)

**AUGUST 2008**

**Club nights at The New Inn, Heckfield, 8pm, 2<sup>nd</sup> Monday in every month**

### Mo's Mutterings

Hello again everyone, sorry if the newsletter has arrived later than usual but July has been such a busy month! Don and I have had friends and family visiting and then we were away in the Cotswolds, so I have only just managed to get the newsletter together! We did have a very enjoyable time in the Cotswolds and the weather was extremely kind to us. There were no major problems or breakdowns whilst we were actually in Gloucestershire, apart from Trevor and Jean having a puncture but Jan Barker's "Sybil" did have a major breakdown on the way back, about twenty minutes from home! Although both Don and Colin thought this was going to be a really nasty job it turned out that despite the horrendous noise it made and loose nuts and bolts, the actual back axle was not damaged at all. Just goes to show how good these little cars are, doesn't it?

I hope the weather holds out for the **Picnic in the Paddock** on Sunday 3<sup>rd</sup> August, as it is usually good fun. I look forward to seeing many of you there, any time after twelve noon.

With regard to the "His and Hers" clubnight in October, a simple autumn or winter flower arrangement demonstration may be on the agenda and Jean Edwards has offered to show us how to make a pretty card. Also a small "swop shop" of ladies' clothes or jewellery perhaps, just one item per person, may be arranged. If any lady clubmembers have any other suggestions for our "Hers" part of clubnight, please let me know. Nothing too involved, just a bit of fun!

Maureen



John and Joan Hancock's smart little baby which is doing so well!

## Colin's Column

I was very interested to see in last months Newsletter the reproduction of an advert from 1955 for the 'Cornette Exhaust Ejector' that Andy Ranson had included with his Queries of the Month feature.

I can remember these adverts when I bought my first car an Austin 7 (what else) in 1960. However, if my memory serves me correctly the 'Cornette Exhaust Ejector was about £3 by then. I was very tempted to buy one having read the claims in the advert that it would give more power to my engine, quicker acceleration and give me up to 15% more miles per gallon. Although very tempted to invest in one I never took the plunge, after all £3 was quite a lot of money in those days especially when I had only paid £5 for the car and also in those happy far off days £3 would buy many pints of beer. Did anyone else buy one, if so please let us know whether it lived up to all the claims made for it?

As Andy said in his feature last month The Exhaust Ejector Company still exists having been in business since 1954 and is still run by the same family and at the same address as in the advert. After the Cornette Exhaust Ejector they moved on to produce the Galemaster and Windmaster window weathershields that were very popular in the 1960/1970's. The Windmaster and its commercial vehicle version the Truckmaster are still made today. Their main business nowadays however, as mentioned in Andy's feature, is windows for caravans and motorhomes and also the manufacture of towbars.

Whilst writing I would like to thank Andy for his contributions to the Newsletter each month, I am sure you all find them as interesting and amusing as I do.

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The July club night was well attended with over 40 members present and a total of 20 pre 1973 cars, with the oldest one being Richard Scott's 1904 Wolesley.

We held our annual Concours d' Elegance and with so many cars it was hard to chose, but the eventual winner was John Cant with his Austin Heavy 12/4 who received the 'Pete Adnams Memorial Trophy'. Although being a member for some years John has not been to many meetings due to work commitments but hopefully, now he is retired we will see more of him along with his wife.

The 'Breakspear Cup' for the best Austin 7 went to John Hancock for his newly restored car, which has taken him many years to complete but is now in regular use.

The Landlord's Choice went to Pat Guthrie-Jones for his 1930 Morris Minor. The prize for this, which was kindly, donated by Tim the landlord was a Dinner for two at the New Inn.

Well done to John C, John H and Pat.

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Our holiday at 'The Prince of Wales' hotel in Berkley on the edge of the Cotswolds was a huge success and was enjoyed by 28 members. The weather could not have been better, hoods down all the time, it was a good hotel and Don and Maureen who arranged the whole trip, arranged a varied programme of events whilst we were there.

We enjoyed a very scenic route there with arranged coffee and lunch stops and during the week Don and Maureen had organised many things for us to do. On the Tuesday we visited Gloucester where we had reserved parking on the dockside and enjoyed a 2-hour boat trip followed by a guided tour of Gloucester Docks and Cathedral. On Wednesday we visited Westonbirt Arboretum, where we again had reserved parking. Here we had a very interesting 2-hour walk with two guides who explained all about the arboretum. On the Thursday a group of us visited a museum in Stroud for the morning and Berkley Castle in the afternoon, others chose the Rococo Gardens first and then the Castle and others spent the whole day at the Castle.

A very enjoyable 5 days with very many thanks going to Don and Maureen for all their time and efforts in arranging the event. I hope Don and Maureen you both enjoyed it as much as I know everyone else did.

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Our August club night is listed as a Noggin n' Natter evening as we think members would rather sit outside if the weather is nice. However, if the weather is not kind to us or if members would like to take part outside anyway, John (Hancock) has kindly offered to arrange a feely bag competition.

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You will notice in the list of forthcoming events that the October club night is called "His and Hers". The idea is that the men and the ladies will have separate meetings on that night. The men will have a Question and Answers evening where they will be able to ask any questions they like regarding their cars and hopefully there will be at least one member who will be able to help with an answer. So make a note of any problems you are having with your car or questions you would like answers too and bring them along in October. As yet the ladies are still deciding what to do so keep an eye on future newsletters.

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I know quite a few members are going to the Littlewick Show on Bank Holiday Monday 25<sup>th</sup> August. All members are invited to call in on Ann and myself for coffee between 9.30 am and 11.30 am on their way there. We can then all leave together to travel to the show. Our address if you do not know it is 16 Clifton Road, Wokingham, RG41 1NB. We look forward to seeing you all. Give me a ring if you would like directions 0118 978 2087.

Safe and Happy Motoring.

Colin

Mr T Edwards  
Secretary NHAEG  
55 The Brambles  
Crowthorne  
Berkshire RG45 6EF

23<sup>rd</sup> July 2008

Dear Trevor,

**North Hampshire Austin Enthusiasts Group - Special Donation**

On behalf of the Lynwood Fête Committee, I would like to say a very special thank you to all the North Hampshire Austin Enthusiasts Group members for their special donation to this year's Paul Finn Rally and Lynwood Fête. Your club have been dedicated supporters of the rally and fete for many, many years and everyone of them who attends also gives a donation to the 'Special Appeal' we have each year in conjunction with the Paul Finn Rally. Consequently, to have received this additional donation of £100.00 towards our 2008 event is a wonderful gesture.

I am sure that you will be also be interested to learn that this year's Rally and Fete raised an all time record figure of over £12,700.00 for Lynwood, and money is still trickling in as it does every year for a number of weeks after the event. What an outstanding sum - and can we keep beating it year on year? Probably not, but at least we can keep trying with the help of the many generous people involved in this event including the NHAEG Group.

I would be grateful if you would pass these figures onto your NHAEG together with our sincere thanks for their tremendous support for our annual event. The involvement of the Rally Entrants is particularly important to the fundraising for Lynwood and in recent years, together with rally sponsorship, this now accounts for over 45% of the money raised. Back in 2001 this figure was in the region of 20%, so you can see how big a part the Rally plays in fundraising.

We also held our second B2B (Ben to Brooklands) Rally last October, which as you may know is a bi-annual event, with the first being held in 2005 in commemoration of Ben's Centenary year. This event raised £2,273.84 last year, a magnificent achievement by the many people and organisations involved and who do so much to make these events such a success.

Thank you once again Trevor and Colin for all your help in raising this additional donation, and I look forward to seeing you both again and your many members in the near future.

Kindest regards,



Eamonn Galligan (Volunteer)  
**Chairman, Fête Committee &  
Rally Organiser, Ben Lynwood**

*Don's Doodlings*

Whilst sitting here writing my doodlings and looking out of the window seeing the trees and shrubs bending in the wind, I am thinking how lucky we were to catch the perfect weather in the Cotswolds.

Maureen and I would like to thank all twenty-six of you who joined us for the five day break. I must admit there were one or two heart-fluttering moments during the organization but all went well and everything was "all right on the night" as they say!

Many thanks for all the e-mails and thankyou cards received saying how much you enjoyed yourselves.

We will organize another run, but not until 2010!

*Don*

*Secretary's Scribblings*

*The 'Driving Test' Story Competition*

Last month, in addition to more traditional offerings, a 'Driving Test' short story competition appeared, in the Newsletter, having gaps in certain places into which the names of car makes and models were required to be inserted in order to complete the narrative in the most logical and appropriate manner.

In fact, just three entries were received but the one which, in the opinion of the committee, was considered to contain the most apt offerings (but only by a very short head!) was submitted by none other than our esteemed Editor, Maureen (Breakspear) to whom a bottle of suitable liquid refreshment, by way of a prize, will be presented at an appropriate time! Congratulations Maureen - (though it's strongly suspected that Don may also just have had a hand in it!)

The winning entry, with just the one amendment, appears elsewhere in this issue.

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*Finchampstead Fete 2008*

There was a rather disappointing turn out for the Historic Vehicles Rally element of this event which, traditionally, has been organised by the NHAEG. Reasons for this are not fully understood since it was given fairly widespread publicity although, perhaps the fact that we were not brought into the picture this year until late in April might have something to do with it. By that time many of us have already pencilled-in their Summer week-end activities and the date (12<sup>th</sup>

July) was already 'booked' with alternative arrangements. Hopefully there will be a better response in 2010, this being a bi-annual event!

A total of 15 vehicles, including a Lambretta and a Vespa from the 60's, were on display, the winner of 'Best in Show' being Mike Cleary, a non-member, from Bracknell, with his magnificent and most attractive, fabric-covered, 1929 M-type MG.

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### Let there be light - (or *Every Little Helps!*)

The indifferent and generally unimpressive performance of the dynamo fitted to Austin 7's has long been the subject of regular and often profound discussion by just about anyone who has ever owned one of the creatures. Regardless of which dynamo type might be fitted, (CAV DF, CAV DFL, CAV DEL or the Lucas C35A) they all fall down pretty miserably under night-driving conditions when lights are in use, resulting in a discharge being indicated on the ammeter even with the most optimally set-up systems.

Assuming the vehicle is fitted with modest headlamp bulbs (25W) these, drawing over 4 amps each alone, will gobble up virtually all the output from a well-adjusted and performing dynamo. Add to this two sidelight bulbs (0.83A each) and, say, two rear tail light bulbs (though *PO* is fitted with a third central rear/cum number plate light) then the total consumption approaches 11.75 Amps. When two stop lights (21W) are operated a whopping extra 7 Amps are drawn, albeit intermittently, of course!

Various options have been proposed over the years and sometimes implemented to try and overcome inadequacies of the feeble dynamo, e.g. conversion to 12 volts; adaptation and fitting of another more beefy dynamo specimen such as that fitted to that other well-proven beast, the *Beetle*, plus various other arrangements most of which require a significant amount of re-design with consequent loss of originality and incurring considerable cost.

With the availability now of a variety of highly efficient Light Emitting Diodes (LED's) it occurred to me that it ought to be possible to adapt these in such a way as to make them into suitable replacements for, at least, the Side, Rear/Stop and Tail light bulbs as fitted to *PO*. Indeed, there are already certain commercially available items on the market.

However, having researched availability and determining what was thought to be a suitable component a source was tracked down to Maplin Electronics who, as many will be aware, operate a mail order service as well as having stores dotted around the country; the one I use is in Farnborough.

The type of LED chosen is listed as a **5mm Superbright White LED, Order No: N21BY**, priced at £1.59 each.

Since the operating voltage of these devices is lower than the available supply voltage (in our case 6 volts, in the main) it is necessary to insert a series resistor with the LED. The required resistor value can be found using the following formula:

$$R = (V_s - V_f) / I_f, \text{ where}$$

$V_s$  = Supply voltage;  $V_f$  = Forward voltage of LED (in this case typically 3.2v);  
and  $I_f$  = Forward current (in this case, 100mA)

Thus the resistor required, in this instance, will be:

$$R = (6 - 3.2) / 0.1 = 28 \text{ ohms}$$

In reality the nearest preferred (i.e. standard) value to this is 27 ohms which is absolutely fine and, conveniently, Maplins also stock a very compact, 0.6 W resistor which is ideal.

This is described as **Metal Film 0.6W Resistor, Order No. M27R** and is priced at 12p.

After some trial and error it was found possible to unsolder and break/remove the glass envelope and associated sealant from a conventional tungsten bulb and, due to the small size of the resistor in question, to insert fully and solder it into the metal body of the 'bulb' before then soldering in the diode between the free end of the resistor and the body (earth) of the holder.

*Araldite Rapid* was used to then fill up the void in the metal body which, of course, also immerses and thus protects the diminutive resistor, leaving just the LED itself exposed. The legs of the LED can then be bent gently, if necessary, through 90 degrees to ensure that the head projects in the correct orientation for maximum brilliance in the required direction, i.e. towards the light lens in the case of rear/stop lights.

It was found that in order to obtain sufficient brilliance for the Stop lamps, to match that of conventional tungsten filament bulbs, two LED's were necessary but this does not present any problem since there is more than enough room to accommodate resistors for the three LED's, including the Rear lamp one.

Since the LED's in question consume only 100mA each it can be seen that replacing two rear lights alone, with these, immediately frees up almost 1.5 Amps which is very welcome if an extended - though perhaps unlikely - period of night driving is anticipated. Indeed, when operating just the Side Lamps switch on *PO* the ammeter needle drops by less than an Amp now, from the indicated 7 Amps under daylight running conditions. It is hoped to reduce this further when the *front* side lights are adapted. Moreover operation of the brake barely causes any flicker on the needle whereas previously there was a noticeable 7 Amp drop! An added bonus is the fact that LED's are inherently long-living.

Should anyone be interested in undertaking the 'conversion' described I would be happy to elaborate on details of the actual method and technique used. Alternatively, I *might* even be persuaded to carry out modest 'commissions' - under terms which could be discussed!

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## Vehicle sought!

An e-mail has been received from a Mr. Edward Bean, in Southampton, who is trying to locate an Austin Ruby to purchase. He states a preference for a 1937 or '38 Mk2 model but would be prepared to consider anything providing it is running and basically roadworthy. He is happy to travel moderate distances to view vehicles and wonders if there is anyone in our club who either has, or has knowledge of, something for sale.

Should anyone be in a position to help his e-mail address is [edward.bean@btinternet.com](mailto:edward.bean@btinternet.com).

## New Members.

Having participated in the D-Day Celebrations trip back in June, organised, as a non-club event, by Dave and Karen (Witton), we now have two new members from 'far afield'.

Trevor Wilde and Jane Hanslip, both Austin owners, evidently enjoyed the experience and (dare I add?) our company so much that, despite the distance between their place of residence (Waterlooville, Hampshire) and our regular watering hole, 'The New Inn' in Heckfield, they decided to formally join our club.

Trevor has two 'real cars', a 1935 Ruby and a 1935 Nippy, whilst Jane runs a 1933 A7 RP Box Saloon.

We welcome them both to the club and, whenever they have the time and inclination to join us either at a club night and/or at one of our various events, assure them of a warm reception.

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## Finally, Strange but Entirely Reasonable!

*For all of us who feel only the deepest love and affection for the way computers have enhanced our lives, read on.....*

*At a computer exposition (COMDEX) Bill Gates reportedly compared the computer industry with the automotive industry and stated. "If GM (General Motors) had kept up with technology like the computer industry has, we would all be driving \$25.00 (£13.00) cars that do 200 miles to the gallon"*

*In response to Bill's comments, General Motors issued a press release stating that, if this had been the case.....*

- 1. For no reason whatsoever, your car would crash once a month.*
- 2. Every time they repainted the lines in the road, you would have to buy a new car.*
- 3. Occasionally your car would die on the motorway for no reason. You would have to pull to the side of the road, close all the windows, shut off the car, restart it, and reopen the windows before you could continue. For some reason you would simply accept this.*
- 4. Occasionally, executing a manoeuvre such a left turn would cause your car to shut down and refuse to start, in which case you would have to reinstall the engine.*
- 5. Macintosh (Apple) would make a car that was powered by the sun, was reliable, five times as fast and twice as easy to drive – but would run on only 5% of roads*
- 6. The oil, water temperature and alternator warning lights would all be replaced by a single "This Car Has Performed An Illegal Operation" warning light.*
- 7. The airbag system would ask "Are You Sure?" before deploying!!!*



8. Occasionally, for no reason whatsoever, your car would lock you out and refuse to let you in until you simultaneously lifted the door handle, turned the key and grabbed hold of the radio antenna.
9. Every time a new car was introduced car buyers would have to learn how to drive all over again because none of the controls would operate in the same manner as the old car.
10. You'd have to press the "START" button to turn off the engine.

***Certainly makes you think, doesn't it?***

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*Well, that just about wraps it up for this month. Am just about to get 'Clarissa' ready for our involvement with Don's odyssey to the West Country which should be fun.\**

*Meanwhile, as always, safe travels!*

*Trevor*

*\* (See below!)*

### **Late Breaking News!!**

***Finalising this copy before submitting it to Maureen, for inclusion in August's Newsletter, I cannot overlook thanking her and Don for organising such a successful trip down to Berkeley in Gloucestershire from which we all returned on the 25<sup>th</sup> July.***

***Everyone who participated in this event are unanimous in praise for them both and, of course, in relief that the weather was so exceptionally cooperative. Didn't have to have the hood up once! Apart from 'Clarissa' getting a flat tyre in Gloucester itself, and one or two other minor incidents, too trivial to mention, on other cars, the only major catastrophe was with Jan's Box Saloon, (both she and the car being on their baptismal runs!), which suffered a fairly serious back axle problem when almost back home, resulting in the "Breakspear/Greig Recovery Service" having to be involved. Of this episode there will doubtless be more in due course.***

## QUERIES OF THE MONTH

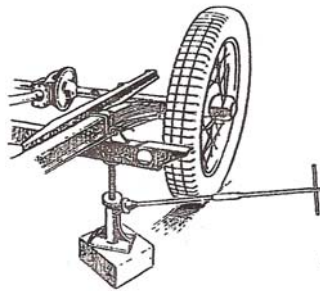
Some more “Queries of the Month”, these originally appeared in “The Austin Magazine & Advocate” during the 1930s and 1940s. This months selection includes; Greasing Springs – Austin Seven (with the summer we have had so far it might now be worth considering, also you will have a use at last for all those cans of WD40 that you keep winning in the club raffle!) and Decarbonising – Austin Seven (or how to get half the job right!)

No 575 appeared in April 1934 and No 695 in October 1935.

### **No 575 – Greasing Springs – Austin Seven**

**Q.** *Your article on preparing the car for Spring in the March issue of the Magazine made no reference to cleaning the springs, and I have been wondering whether it would be advisable for me to clean and grease the springs on my Seven following the winter’s usage which has left them somewhat rusty.*

**A.** It is certainly a good plan to clean and grease the springs of the car following its winter mileage. You should first hose and brush them down, removing all the mud, the using suitable blocks under the jack and applying it under the ends of the cross-member just forward of the rear wheels, lift in turn each side of the car.



To relieve the load from the rear springs jack-up from the end of the cross-member just forward of each rear wheel.

This will relieve the load on the rear springs so that when you brush the edges of the leaves with a suitable lubricant (such as a warm and fluid mixture of equal parts of white lead and tallow) it will have a chance of penetrating between the leaves. As there is only a single transverse spring at the front it will be necessary to scotch the rear wheels and jack at the centre to lift the entire front of the car. This can be readily done if a block is placed across the frame to provide a lifting point for the jack just forward of the engine reservoir, the jack being located between the axle and the cross-steering tubes. Should you have no suitable facilities for easily lifting the car in this way, an alternative method of lubrication is to brush the edges of the leaves with engine oil. A penetrating oil sprayed on is quite effective, but the lubricant naturally has more opportunity of reaching the surfaces on which it is required if the load is relieved from the springs. Your local Austin dealer will, of course, be quite prepared to undertake this attention at a reasonable charge. It can be very easily effected when special garage service equipment is available.

## No 695 – Decarbonising – Austin Seven

**Q.** *I have decarbonised and ground in the valves of my Austin Seven Ruby saloon, having studied and adhered to your directions as conveyed in the articles on this subject in your July and August issues. I find, however, that my engine does not now run so silently and also gets very hot. I used the gauge supplied in the tool kit (the thicker one) for setting the clearance between the tappet heads and the valve stem. I should be glad of your advice in this small matter.*

**A.** The noisy operation and overheating of the engine of your Ruby saloon since being decarbonised arises from the fact that you have set the tappet clearances with the wrong gauge. The thicker of the two blades of the gauge supplied in your tool kit is for the contact breaker gap and sparking plugs, not for the tappets. You should readjust the tappets immediately, while the engine is warm, to give a gap through which the thin blade can be passed.

The gap to which the tappets are at present set is four to five times too large and as a consequence the valves are opening late and closing early, and are noisy due to the impact between the tappet head and the bottom of the valve stem. By resetting the tappets to the correct gauge, the normal quietness of running, and moderate operating temperature of the engine, will be restored.

*The “Queries of the Month” are reproduced with the kind permission of the Austin Ten Drivers Club (ATDC)*

I found another interesting advertisement in an early 1960s magazine, so if you are bored with just polishing your Austin Seven (they never need anything else doing to them do they!), this could be the ideal project that you are looking for.



**HAMBLIN**  
*Cadet*

*Saves you pounds!*

Glass Plastic Body Shell  
for 6' 3" or 6' 9"  
wheelbase Austin 7

- **SIMPLE TO FIT**  
—mountings bonded in
- **STRONGLY MADE**  
—all edges reinforced
- **SUPERB FINISH**  
—a car to be proud of

Send S.A.E. for illustrated leaflet  
and list of agents in Britain to—  
**S. E. HAMBLIN Ltd.**  
(Dept. C.M.18)  
Acremar St., Sherborne, Dorset

Many accessories!  
These include  
wings, wind-  
screen, blisters,  
radiator, etc.

In red, blue, cream,  
green, or black incor-  
porating front mounting

**£37.10.0**

Shell Only £34.10.0  
Special quantity discounts

Note: S. E. Hamblin Ltd also produced the Mini Marcos Mk 1GRP body shell and the Hamblin 3 Wheeled Invalid Car. The company survived until the early 1970s but was then sold off to another GRP manufacturer (unable to trace the company). So if you are after a Cadet, Ebay might be a start.

Maureen's Winning Entry      'Driving Test'

(Note: The blanks in the story represent 30 makes or models of cars, both old and new)

It was a....**SUNNY**.....day as Martin and Cleo made their way along the ..**A40**..... between Cheltenham and ..**OXFORD**.....

They were heading towards London, not only to celebrate their engagement, but his fiancée was to perform a double violin...**CONCERTO**..... in D...**MINOR**..... and was very nervous.

He tried to put her mind at ease as they entered the car park and paid the .....**FIAT**.....the booth. ".....**ITAL**..... be all right on the night", he said, ".....**YUGO**.....in there and knock them out, don't think of the ...**VOLGA**.....people in the audience, just keep your eyes on the distant....**HORIZON**....."

"I guess so" said Cleo, " But my mouth is so dry". He gave her a .....**POLO**..... to suck and she disappeared through the stage door. Martin sat alone; he had an hour to kill before the concert. He switched on the radio but quickly turned it off when he heard ..**VIVA**..... Espagne. He picked up his copy of James Clavell's ...**SHOGUN**..... But somehow couldn't get into it and started to reflect on his past life.

He had had a privileged upbringing with his multi-millionaire parents having homes in ..**AUSTIN**....., Texas and Jamaica's .....**MONTEGO**..... Bay. He had always been protected by a huge southern bodyguard, brandishing a ....**COLT**.....45 and invariably greeting him with a cheerful ".....**AUDI**..... Partner"

In his teen years he had been a bit of a rebel with a very ..**CAVALIER**.....attitude to life; his father had taken a poor view when he was..**CORTINA**.....compromising position with the kitchen maid though he had managed to ..**AVERT (X)**

**[DODGE]**.....any serious punishment. But Cleo was different, he was about to settle down and she was the **.CHERRY**..... on the top of his cake. Never again would he play the wild...**MUSTANG**..... and make a ...**PASSAT**.....all the girls. He came back to reality with a jolt, Princess Alexander and her daughter...**MARINA**..... were arriving to loud cheers and Martin proudly took his seat in the front row. The performance was a **.TRIUMPH**..... and was met with universal....**ACCLAIM**..... Afterwards, as they headed for Ronnie Scott's .....**JAZZ**..... Club, where they both loved to relax, he sensed that they would move through life with one.....**ACCORD**.....and 'climb every mountain and ....**FORD**.....every stream'.

*Their dream was just beginning.*

*(Actually, I did do most of the story myself as Don was busy in the garage but I did have a little help from our friend Clive who was staying here at the time! Maureen)*

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## Events Diary Update!

<b>August</b> <b>3<sup>rd</sup></b>		<b>Picnic in the Paddock</b>	<b>Colin/ Trevor</b>
<b>11<sup>th</sup></b>	<i>Club night</i>	<b>Noggin' and Natter Poss. Feelie Bags</b>	<b>John H.</b>
<b>September</b> <b>5-8th</b>		<b>Warners – Norton Grange</b>	<b>Trevor</b>
<b>12-14<sup>th</sup></b>		<b>Beaulieu Autojumble</b>	
<b>15<sup>th</sup></b>	<i>Club night</i>	<b>History of Vertical Take-off Aircraft</b>	<b>George</b>
<b>October</b> <b>13<sup>th</sup></b>	<i>Club night</i>	<b>“His and Hers” Night</b>	<b>Jean, Ann  &amp; Mo</b>
<b>November</b> <b>10<sup>th</sup></b>	<i>Club night</i>	<b>Auction</b>	<b>Don</b>
<b>15<sup>th</sup></b>		<b>Nightjar</b>	
<b>December</b> <b>1<sup>st</sup></b>		<b>Club Dinner</b>	
<b>8<sup>th</sup></b>	<i>Club night</i>	<b>Festive Fun</b>	