



October 2004
Number 464



Mikko Hirvonen about to break the timing beam at Halfway!

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Your Editor Speaking...

Another month passes... And what a busy one! Retro Run, marshalling on the Wales Rally GB and the Plains Rally (also in Wales).

No progress with the Westfield engine transplant yet, or with the traction engine – not had time!

I hope the Sump gets out in time this month - I was in Germany on the copy deadline date (as I type this in fact!) and as soon as I land I'll be off to Wales for the Plains Rally. So the editing will hopefully get done on Sunday evening!

A good result from Petter and Phil in Wales – kept us guessing right until the last minute!

Have fun!

Jeز Boakes (Editor)

Chairman's Bit

Nothing from the chairman. Again.

Mack's Mutterings

Another month has flown by, from what I can remember a pretty good month for motoring as well! September started with the Haymaker. Unfortunately the autotest practice day had to be cancelled but the Haymaker itself was excellent as usual. This year I volunteered to be scrutineer so could not compete (I think my Westfield was happy about that!) but enjoyed myself watching others sliding and spinning all over the place. The weather was excellent and, as far as I could tell, everyone had a great time. Only slight hitch as far as I was concerned was a bit of a delay printing out

the certificates but hopefully they were worth the wait.

Then there was the slot car clubnight but unfortunately I was away and could not attend.

Finally came the Retro Run. For those that do not know, this is a touring assembly over a weekend that was resurrected a few years ago. We have been the last couple of years and thoroughly enjoyed ourselves. So far we have been to the Cotswolds (memories of fixing the Lotus in an abbey car park) and Wales (superb mountain roads in the Westfield) and this year it was

csma West Middlesex Group

Grimsby! No, it doesn't sound good but in practice we had a great time, some excellent driving, nice places to visit and finishing having tea in a Castle. Definitely one for the diary next year! Oh, and it is worth mentioning that WMx members made up a very large part of the entrants as usual - well done!

The next month is also a pretty full one. Lots of events in the calendar but a couple stand out for me. First is the Curtis Bennett on the weekend of the 9th/10th October. My first time at the CB and I am looking forward to it.

The Sump October 2004

Next is our New Members club night on the 14th. This is an opportunity for new members (or old, lapsed members or current, active members who just fancy a chat and some cheese and wine!) to come along, get to know everyone and see what we do throughout the year. Please come along, even if you are an old and seasoned member you might learn something about the group you didn't know!

Lastly, looking further ahead, make a note in your diary for the skittles night on the 9th December.

Have fun!

Toby Mack (Secretary)

Quadruplex

Don't forget the Quadruplex - this year being hosted by North West London! It's on Tuesday October 5th, at the Noke Thistle Hotel, St Albans, just off the M25 at junction 21a.

We need a WMx presence!!!

West Middlesex Group Committee Member Contact Addresses		
Chairman John Wright 01923 468205 (Home) 07831 687113 (Mobile) BigJ@UKRM.net	Secretary Toby Mack 07770 365797 wmx@ghatzo.co.uk	Treasurer Nikki Wild 07778 161572 (Mobile) 01256 762865 (Home) nikki@jez-nikki.net
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The deadline for articles for the *November* Sump is October 20th!

Opinions expressed in this newsletter are those of the contributors, and not necessarily those of the csma, csma West Middlesex Group Committee or the editor.

Wales Rally GB Marshalling

“**W**hat on earth am I doing here?” - a question which occurred to me several times throughout the day, not to mention the preceding night... This particular instance of the question happened at about 4am, laying shivering on the reclined driver's seat in Nikkis MG trying desperately to ignore the howling gale and lashing rain outside and get some sleep... The fact that Nikki was lightly snoring (she's clearly more used to this than me!) didn't appear to be helping...

We had arrived in this little corner of what appeared to be absolutely nowhere (but which later turned out to be Wales) at around midnight. First task was to drive through the stage (woohoo!) in Nikki's car (boo!) very slowly (BOO!) It would have been nice to have some fun but (a) It wasn't my car, (b) it was Nikki's car, (c) she was sitting next to me, but most importantly (d) it would be phenomenally embarrassing to have to be towed out of a ditch...

At about 6:20 the beaming and apparently happy (hysterical?) face of Duncan appeared



Anthony Warmbold - Run 2

at the car window signalling that it was time to get up. The wind was still howling and the rain still lashed down. During the night I had plenty of time to think – one of the things that occurred to me was how unpleasant it would be to be in a portaloos when it got blown over. Hmmm... I think I'll give the loo a miss for the moment...

So on came the boots and we decamped to the flying finish – and for the first time I could take a good look around. The

flying finish at Halfway is a spectacular place to be. A view of a left hander about ¼ mile in the distance, then ruler straight past the flying finish and onto the stop point. A flying finish which really deserves the name!

Not really time for gazing about though – we were straight into helping to put up a gazebo in the middle of a roaring gale, and bursts of heavy rain punctuating the slightly less heavy rain to boot. Fortunately (both for me and the gazebo) this involved merely hanging onto the thing to stop it from blowing away – just the right amount of mental activity required for that time in the morning!

Whilst this amusement (it was too early and grim for spectators) was going on the timing people came along and erected the timing equipment. They handed us two boxes and left, with the parting words “You need to keep these dry”. Oh yeah? How exactly? It's raining horizontally and we daren't put the sides on the gazebo or we'll never see it again...

We improvised with a bin liner and continued setting things up for the first run through, starting just after eleven o'clock. The addition of a fishing umbrella strapped to a chair with gaffa tape completed our home for the next six or so hours.

Various course cars came through allowing us to check the equipment and get used to operating it correctly (one spectator safety, one FIA spectator safety, one media safety and three course opening cars – 000, 00 and 0. All received times – car 0 being driven

at **extremely** high speed (considering it was a Land Rover!). The equipment worked. Now for the real thing!

Anthony Warmbold was the first car through – drifting it beautifully on the left hander a taste of things to come we hoped! Our jobs consisted of logging the time of each entrant on a check sheet, typing in the car number when it was confirmed from the stop line (it's almost impossible to read the numbers at that speed from where we were sitting), noting this number on the "till roll" which came out of the printer and (probably the most important job) pressing the backup timing button the instant that the car crossed the finish line. In case the automatic timing had failed, it was these times that would be used to generate the results! Note that the cars all have transponders fitted which should identify them to the timing equipment but this has never worked – hence the need to have the number confirmed and typed manually into the computer...

The first run of the 'big boys' was over all too soon and it was on to the lesser classes. Amazing how quickly one gets used to the high speeds and start to think of these competitors as "slow"...

Food throughout the day came from a butty wagon at the finish line that did a "all-you-can-eat-throughout-the-day" deal for a fiver – OK for the people at the finish line, but we had a 400 yard walk...

The anticipated wait between the first and second runs failed entirely to materialise as it became clear that the last competitor from the first run was in danger of being overtaken by the course cars for the second! Exactly how embarrassing would that be?!?

By the time the second run started the weather had improved dramatically – the sun was now out to the extent that I could now feel my fingers. We hadn't seen the last of the rain though – there were showers throughout the afternoon...

The cars were noticeably faster on their second run through, the ground having dried out somewhat. In fact, it took me rather by surprise! Again, the first fifteen cars were through seemingly in the twinkling of an eye, the others took rather longer. Towards



Petter Solberg - Run 2

the end of the afternoon, as the gaps between the cars started to increase, some of the spectators started to walk down the stage to get back to their cars, necessitating some polite requests to please get off the stage!

And then it was all over. The course closing car came through to collect our check sheets and "till roll" and then all we had to do was dismantle the gazebo – rather easier than erecting it, I can tell you! The timing people arrived to recover the timing gear – by the time we'd all finished the spectator tape was beginning to be taken in and you could easily imagine that we had never been there.

I'd been deprived of sleep, considerably rained on and blown about. I'd been cold, had small rocks thrown at me periodically throughout the day and now faced a long drive back home, still in the clothes I put on 36 hours earlier. Utter madness. Would I do it again? Absolutely...

Jez Boakes

csma 2004 Haymaker Report

It's Saturday night and I'm going on holiday tomorrow, but received a phone call from Nikki and Jez, saying 'we're on our way home from the Wales Rally GB, we're passing Cirencester, come and have a drink at my local, the Five Mile Inn, just off the A417 and often used by Nikki & Jez on their way home' ... holiday or no holiday, how could I refuse! However, there was a sub-plot to this invitation... whilst enjoying several pints of Timothy Taylor's Landlord I was reminded of my commitment to write a few words for the Sump about the Haymaker Autotest.

So here goes....

It was a great day- I won

Whoops that doesn't seem to be enough, but quite a feat after several pints of Landlord!



Ted Having Lots of Fun!

What more can I say, well probably quite a lot but I promise not to say too much other than:

Sunday 5th September was a beautiful late summer day with the sun shining down from a cloudless sky meaning that temperatures reached very respectable levels both in and out of the cars. Not bad, considering the re-

cent foul weather that threatened to have the event cancelled due to a waterlogged field, the event also suffered from late submission of entries, which gave the organiser's major headaches in the preceding week not knowing whether they would run the event or not. It is quite fitting really, that the winner of the event was also the first entry received.

Nikki had kept the tests deliberately simple to encourage newcomers, which also had the added bonus of catching out some of the more experienced competitors!

With every test counting towards the final score most people (with a few notable exceptions, no names mentioned!) made a few errors, which cost them dearly in the final results. With this in mind my tactics for the day were to nail the first round of tests with precise competitive times, although the Escort is



Charlene Gibson on Test 1

not the most competitive car, due to its lack of traction on grass. This of course did not stop me having fun and putting my Escort RS through its paces with plenty of sideways driving, although the award for the most donuts went to Jez in his Westfield.

I was leading after the first round of tests and also had a small lead at the halfway point from two Farnborough Motor Club members, driving a Mini and a whole of host of North

csma West Middlesex Group

West London crews. The first test after lunch saw my first mistake of the day with a half spin costing some six seconds and the lead. Which I gained back on the very last test of



Andy Shepherd - 4th overall in his First Autotest!

surprised and pleased to come out winner with so many North West London crews competing in more suitable front wheel drive machinery.

I would like to say thank you to the Nikki and Big J and the rest of the organisers for a great day out and most importantly to the marshals who ensured that fair play was the order of the day for all competitors and for standing out in such warm temperatures. I was pleased to see so many competitors and officials retire to a local pub for an evening meal and a beer after the event, showing what club motor sports is all about.



Colin Hiscock Out for a Relaxing Drive(!)

Well done I'm looking forward to 2005!

Martin 'Ted' Saunders

*A CD-ROM of this event is available containing **over 170** pictures!*

*All for the bargain price of £3.50 **including** postage!*

Please contact Jez Boakes.



A relaxed Touring Assembly to start the year with!

- **Easy to understand roadbook
...so no excuse for getting lost!**
- **Optional quiz to keep passengers
occupied**
- **Dry and warm venue to finish at
...For those that need to thaw out!**

**Any sort of cars (or bikes if you're brave!) are
welcome.**

More details to follow but if you want to know more or just
express interest then please contact the organisers:

Toby Mack 07770 365797 newyearthrun@csma-wm.com
Jez Boakes 07748 766409 jez@jez-nikki.net

Holly Autotests

Sunday 17th October 2004

Studd Farm, Stanbridge Road, Near Stanbridge,
Leighton Buzzard



For the third running of the Holly Autotests we are moving to the Studd Farm venue near Leighton Buzzard (the old site is up for sale at present). We have a nice smooth grass field at our disposal and the competition will be designed so that you can enjoy yourself. Your standard car is all that is needed together with your ability to handle it!

I promise you will get some straightforward tests to test your skill at handling the car (not your memory) so is ideal for both the Beginner and Novice as well as the Experts among you. You will have three goes at each test, with the best two times to count. All this for a modest entry fee of £12.

All you need is a current club membership card and a road going car. As the event is running as a Production Car Autotest, the carrying of a passenger is required. However, if you can't bring one don't worry, as I'm sure we can find you one on the day. If you would like a copy of the regulations, then just e-mail / phone me or contact your Group secretary.

If you cannot enter but would like to act as a marshal, please contact either myself or Graham McLean ASAP so that we can get the details to you in good time!

Mike Biss – 01525 720299

mike.biss@bt.com

<http://www.csmanel.btinternet.co.uk/events/holly/holly-regs.htm>

A Scenic Road Test

Following an unfortunate coming together between the MG and one of Hampshire's small deer in August, I ended up with a hire car while the new bumper and fog lamp were on order. Thanks to our company car policy, I wasn't allowed to use a perfectly driveable car, instead it had to sit in at the repair company for a fortnight while I had the use of a 1.4 litre Ford Fiesta. Since Jez and I were off to the Lake District, I managed to get the Fiesta upgraded and was presented with the keys (or what passes for them) to a Renault Scenic.

I was loaned a 1.6 litre, petrol engined "Expression" model, the spec of which was pretty



Renault Scenic Expression 1.6

impressive. ABS, alarm with immobiliser, Air conditioning, electric heated wing mirrors, electric windows, cooled glove box, photochromatic rear view mirror, rain sensitive automatic wipers, automatic headlights, storage boxes under the front and rear seats, trip computer, radio and CD player were all amongst the standard items. All this for a list price of under £15K.

I have never driven a Renault before and these new ones were a revelation. The keyless key system is a novelty which I quite like. You have a

credit card sized piece of plastic with the remove control buttons for the central locking on it. When you're in the car, you place the "key" in a slot which activates the ignition and then there is a separate button with which to start and stop the engine.

You can't accidentally start it because the computer demands that you depress the clutch (regardless of whether you are in neutral or in gear) before it will respond to the start button. Unfortunately that also means that you can never start it in gear so if you flatten the battery, forget about bump starting it!

If it's dark, the headlights will come on automatically when you start the car which is a nice touch. It is also useful in that, if you forget to turn them off when you park, the Scenic automatically switches them off when you get out of the car.

One of the first things I noticed when I got into it was that there is no handbrake. The central area between the front seats is just a storage tray. Since this was a hire car, the hire company had helpfully removed all the manuals from the vehicle which meant that I had to find my way around the thing by experimentation. Fortunately, the small computer screen tells you what to do: "press clutch and start", etc.

I decided to drive it round the car park (it was delivered to work) to see how everything worked. I duly did as the computer instructed and the message changed to say "parking brake on". I discovered that as you set off, the parking brake is automatically released. No worries there and all was fine until I reversed back into the space, on a slope, and couldn't work out how to stop the thing rolling forward if I took my foot off the foot brake. Knowing I was about to head off to one of the lumpier parts of the country I thought it was

a feature that might be useful. Fortunately a colleague, Graham, has been looking at Scenics with a view to buying one and was on hand to give me a lesson. (He also asked me to report back on what I thought about the car after our holiday which is the reason this road-test came about).

There is a handle on the dash to the right of the steering column with which you can manually apply the parking brake. When you want to stop the thing moving, you just pull the handle. Easy. If you want to set off again, you just do so and the brake is automatically released. This makes hill starts an absolute doddle. Although, even after a week, I was still reaching down for the non-existent handbrake before setting off.

The downside of the parking brake is that it is either on or off. There is no way to progressively apply it manually. If the car is still rolling when it's applied, there is quite a jolt as it comes to a sudden stop.

While I'm on the subject of brakes, I must say that they are very effective. However, there seems to be a two-stage application for the foot brake. Gentle application is fine and they work as you'd expect but if you depress the pedal too hard, they come on alarmingly severely. This caught both Jez and I out on many occasions, particularly in car parks when you'd expect to come to a gentle halt but don't. Even on open roads, at higher speeds, the retardation was, on occasions, much



Scenic Interior

harder than expected. The problem was the unpredictability of when it would do it and it was this erratic nature that put us both off.

One thing that did occur to me about the automatic parking brake and the starter button is that it's all well and good having these systems on a new car when everything is (hopefully) fully working but I don't think I'd want one a few years old when all this starts to age. If you're driving along and there is a problem with the brakes, you don't have a handbrake to fall back on.

I don't know (because I couldn't read non-existent manuals!) but I suspect that if there is a problem in any of the car's systems, it will just tell you to stop driving and get the thing to a dealer for attention. As they get older, I suspect that that could prove costly. I suppose we shall just have to wait and see.

Another automatic feature is the windscreen wipers. When set on intermittent, the Rain Sensitive Automatic Wipers react to the amount of water on the screen and adjust their speed accordingly. This was generally good but I had to manually override them on the motorway when there was a small delay in them reacting to heavy spray. And on a couple of occasions they seemed to get bored and have a single wipe in perfectly dry conditions.

Having been used to the comparatively low MG, I enjoyed the visibility from the high driving position. The all-round views were good (although the big A pillar created quite a blind spot). Considering the car is quite high, there was less body roll than I'd expected and I can now see why families, in particular, are attracted to this style of car. The seats too were comfortable – even after a couple of hundred miles, we were both ache-free (not something I can say for the MG!)

The CD/radio has steering column controls, which I like, so that you don't have to go scrabbling for the volume button and the speakers gave good sound quality.

The trip computer provided entertainment on our holiday. The mph and mpg averages made for a fun game seeing what we could maximise. Other readouts included the range possible given the remaining fuel in the tank, fuel used, Odometer and trip mileage.

We were amused by the icon under the computer readouts changing when the fuel gauge reading went into the red. Instead of a little lollipop symbol with the car driving away from it, there was now a petrol pump symbol with the car driving towards it. Just in case we hadn't worked out what the red flashing light meant!

The fuel economy was pretty good at 35mpg over 1300 miles and approximately 500 miles on one full tank of fuel.

One thing I didn't like was the layout of the digital dash. It is obviously set up for a left hand drive car. The lights and main beam warning light are to the far left, near the passenger, so it's easy to forget that the main beams are on. The computer readout is also at the far left and then the rev counter. In the middle is the speed readout in large digital numbers then, moving right you get the readout for the radio/CD and finally the outside temperature and clock. As a driver, it was surprising how annoying it was having things in that order.

One thing that did surprise me was the effect on my subconscious of having a digital numerical speedo rather than a needle on a dial. Normally, the speed may creep one or two mph over the target and because it's on the dial, it still looks about right. But with a number showing, say, 52 instead of 50 it really did make me back off. It wasn't a conscious decision and I was surprised to find myself doing it. If anything, I tended to be on the low side rather than the high side.

With the rear seats furthest back, the boot space was more than enough for our luggage. The rear seats slide forwards so we could have had even more space if we'd needed it.

Other on-board storage is also good. I like the drawers under the front and rear seats which mean that you can house mints, maps, pens, etc. (all those bits and pieces that we girlies have in our cars) without them being on show and untidy.

The Scenic seemed well put together, although there was a rather annoying vibration somewhere in the front console at the end of the week.

Did I miss the MG? On occasions (usually when we wanted to overtake something) but not as much as I had expected to. The 1.6l engine drastically reduced the number of overtaking opportunities (compared with the 2.5l V6 I've grown used to) which was frustrating, but in general it was more than enough power for getting around.

This really was driving made simple. You could become very lazy very quickly. Hill starts are simple, the car thinks about the things you forget and I suspect that if it were possible, it would also have an autopilot so that you wouldn't even need to drive the thing. But if this is the future of driving, I hope it's a long way off.

Nikki Wild

Christmas Skittles **and Buffet Supper**

Skittle alley bowling with prizes for the winners and a buffet supper included!



Thursday, 9th December 2004
7:30pm for 8:00pm at
The Greyhound Pub, Eton Wick
(10 minutes from Jn 7 of the M4)

***Ask about the special price deal including tickets
for next years Annual Dinner!***

For tickets or more information please contact Rhys Edwards on
01793 616252

Dates	Event (Status)	Club	Type of Event	Champ
Oct Sun 3	* Autumn Autotest (C)	NWL	Grass Autotest	Centre
Tue 5	* Quadruplex ()	NWL	Inter Group competition	Centre
Sat 9	* Metropole Run (C)	HQ	Regularity	
Sat 9	* Curtis Bennett Rally (C)	HQ	Navigational Rally	
Sun 10	* Dunlop Autotest (C)	HQ	Grass Autotest	
Sun 17	* Holly Autotest (C)	NEL	Grass Autotest	Centre
Nov Fri 12	12 Car Rally (C)	NWL	Navigational Rally	Centre
25-27	* Revival Rally (C)	ERA	Endurance Rally	
Dec 4/5	* Civil Service Rally (Nat B/C)	North West	Navigational Rally	
Dec Fri 10	12 Car Rally (C)	NEL	Navigational Rally	Centre
Jan Fri 14	12 Car Rally (C)	WMx	Navigational Rally	Centre
Feb Fri 11	12 Car Rally (C)	NWL	Navigational Rally	Centre
Mar Fri 11	12 Car Rally (C)	NEL	Navigational Rally	Centre
Apr Fri 8	12 Car Rally (C)	Wmx	Navigational Rally	Centre

Licence required : (I/Nat A/Nat B/Cm) = MSA Licence, (C) = Club Card, () = Nothing, * = Regs available

Past Events

Haymaker Autotest The organisers received a healthy 16 entries for their event, with Martin Saunders taking the win after the eighteen tests had been run.

Greenhorn Novice 12 Car Rally Unfortunately the Greenhorn was cancelled due to a lack of entries.

Rally of Great Britain It was nice to see Petter Solberg make it three in a row on our home WRC event. Nice to see the weather made sure it was run in traditional conditions despite running in September. A real shame though for Mark Higgins who went off on the penultimate stage, lost 20 minutes and dropped from eighth place to finish 16th. A very good run however for Matthew



Wilson, the 17 year old son of the Ford team manager Malcolm, who came home 13th in his first WRC event and it is only six months since he passed his driving test. It is amazing that 50% of the field retired during the event and only 42 cars made it to the finish. The worst part was the four crews who entered class A6 with ordinary Group A cars and were turned away at the start because only S1600 cars were allowed (according to an obscure rule in the regulations) because it's a round of the Junior Super 1600 championship. Why it took the organisers until the day of the rally to suss this is unbelievable and the effect on the crews must have been very hard for them to accept.

Future Events

Autumn Autotest Returning to the Studd Farm venue near Leighton Buzzard, this Production Car permit event will be similar in format to the Greenacres. Entry fee is £12 before the closing date and another £3 afterwards. Lee Craker is CofC and regs are available from him on 020 8959 3399.

Quadruplex Inter Group Competition Don't forget to put this in your diary as it will be held on Tuesday 5th October. The hosts this year will be NWL and the event will be held at the Noke Thistle Hotel, St Albans, just off the M25 at junction 21a.

WMx 12 Car This event will now run in April next year, so keeping six rounds in the championship.

Curtis Bennett Weekend Entries are slowly arriving for the events during the motor sport weekend and the organisers say they will run the events come what may. There is the regularity run, road rally and autotest taking place and at least the area will be different as it will be held in the Forest of Dean. If you haven't got the information on the weekend, then give me a call and I can give you the details.

Holly Autotest The Holly will be running at the Studd Farm venue, the one near Leighton Buzzard, on Sunday 17th October. This will be a Production Car permit event, road cars and passengers, and the entry fee is £12. Regs, offers to marshal and further details are available from myself, details below.

November 12 Car The event is scheduled for 12th November, but no details are available at present.

Other Items

Revival Rally The organisers have attracted Lombard as a sponsor of the event, so now it will be known as the Lombard Revival Rally. The rally plates will be in the same style as those when Lombard sponsored the old RAC Rally (which they did for 35 years).

Mike Biss - Motorsports Co-Ordinator Home: 01525 720299 Work: 01977 593482
mike.biss@bt.com

Signs seen in Lincoln Castle Prison!

(Which is now a tea room!)

Nullity of Marriage

A marriage is voidable if it has not or cannot be consummated. It is necessary to shew (sic!) that at the time of the marriage, one of the parties was incapable of it, and remains incapable of cure.

Invincible Repugnance can constitute such a disability, but mere unjustifiable refusal does not.

Profane Language

The use of profane language in any street or public place is punishable by a fine of 40 shillings or 14 days imprisonment; this includes songs or ballads of a blasphemous or unpleasant type.

October Clubnight is...

New Members Night



An introduction to the group or just a chance to catch up with old friends?

- Cheese and wine and a chance to chat
- Informal talks about what we do
- Photos and other paraphernalia
- Quiz

Come along and see what we get up to!

8:30pm, Thursday, 14th October 2004

at

The Windsor & Eton Liberal Club

Victoria St.

Windsor, Berkshire.

Contact any of the committee if you need directions
(see elsewhere in the Sump for contact details)