



September 2006
Number 486



***James Goodfield and Philippa Noble in their beautiful MG TC
setting off on the Summer Run***

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Your Editor Speaking...

Yet another month flies by with nary a jot of progress on any of my "projects"...

Well, that's not quite true actually - I've plumbed the garage for compressed air (so I can sound like a QuickFit Fitter with my new windy gun!) and made a jig for shortening rivets. At this rate I'm going to have to live to about 397 years of age to finish Bernard...

The weather held off nicely for the Summer Run. It being a rerun of the New Year Run route it would have been galling to say the

least if the weather had been the same for both events... As it was the sun shone and illuminated the countryside, which was jolly green and quite spectacular in places!

It's just a shame that there weren't more participants, despite much wider advertising... Thanks to all those who took part though - I think everyone had a good time!

And thanks to all those who have submitted articles to make this month **yet another** bumper edition! Keep 'em coming folks!

Have fun!

Jez Boakes (Editor)

A Note from your Chairman

Hello everyone!

Although it's been a quiet(ish) month, I'm sure that a lot has been going on within the group - I can't wait to read this issue of Sump to find out the details of some of the events!

One of the events of note was the Newbury Classic Car Show, organised to raise money for Leukaemia Research. I'm proud to say that **csma** members provided a wonderful mix of cars, if I say so myself! In addition there was also an eclectic mix of machines on display, from steam traction engines to Lowriders, from Austin 7s (tiny, lovely things) to Jag V12s (big, lovely things!). It was AG (who else!?) who ar-

ranged for us to be there and it was quite an interesting day despite the weather, it only rained twice - once all morning and once all afternoon!

Most of you will know by now that I am a bit of a Formula 1 fan (I may have mentioned it once or twice) so it was with some joy that I watched the Hungarian Grand Prix - he did it...he went and did it! Jenson Button broke his duck (at last) and won a G.P. It is good to have another British (English even) sports person winning on the world stage. Along with our successful cricketers, athletes and rowers, we are the current rugby World Champions (stop laughing at the back there) and Gary Paffet is the World Touring Car Champion, so when is World Rallying going to see another British winner?

Be good, stay safe and I'll see you at the next event (or the Noggin 'n Natter).

As ever, keep your foot in it.....

Derrick Holden (Chairman)

Mack's Mutterings

Well, I guess that was our summer gone then!?! Last month I was probably complaining it was too hot and now I am looking out of the window at yet another rain shower. Still, a couple of weeks ago I built a fairly large water butt and it now has over 400 litres of water in it. So I guess we won't have a problem watering the garden now, shame it doesn't need it anymore!

Anyway, apart from sun and rain, what has happened in the last month? Well, I wouldn't know – I was on holiday! The one event I have heard about is the Summer Run. This apparently went well but it would have been nice to have a bigger turn out (10 crews in the end I think). However, given the clash with the summer holiday season perhaps we should not be disappointed? Anyway, hopefully you can read more about this elsewhere in this Sump.

So what about next month? Well, it was due to start with the Haymaker but unfortunately this has had to be cancelled (as

stated in the last Sump). Hopefully we will resolve the venue issues for next year so this excellent event can return. So the first real event is the clubnight on the 14th the Slot Car Stages. Hopefully by then we will be out of the holiday season and will get a good turn out. This is always a good event so please do your best to be there.

Next up is the Retro Run and Three Shires Run over the weekend of the 23rd-24th. As usual I am really looking forward to this and, as it is pretty much on my doorstep, I have no excuse and we will be in my Westfield again. Unfortunately, the engine is even more smoky and noisy than last year but at least my Westfield has a running (just!) engine and my rebuild is progressing (albeit slowly) which is more than can be said for a certain other Westfield!! (**Ooh - I'm cut to the quick! - Ed**) Anyway, I am just hoping the weather improves by the end of September because a Westfield is not a fun place to be in a rain storm!

That is it for now, have fun!

Toby Mack (Secretary)

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Obituaries

I am very sorry to have to record the recent passing of two West Middlesex Group members.

Jack Wennell

A few weeks ago Doris Wennell advised us that her husband Jack had passed away. This was in particular very sad news for me as he was a well established and respected West Middlesex legend by the time I first became involved with the Group more than forty years ago. A very successful Competitor on **csma** & **WMx** Group events, it was Jack who 'invented' our beloved Sump, the very publication you are reading at this moment. Editors have come & gone, and, through many trials & tribulations, the Sump has, and continues to be, the most effective and permanent communication medium we have for our West Middlesex Group. A fitting tribute to his memory.

On behalf of West Middlesex Group I offer our sincere condolences to Doris and to all Jack's family.

Perry Rowe

It is with great sadness I also have to report the most untimely death of Perry Rowe who was fatally injured in a car crash while on holiday with his family in Turkey. Perry was a real motorsport enthusiast who was fast becoming a top class navigator, successfully partnering several Group members on Road Rallies in Wales and particularly in the South West of England where he resided after moving to Exeter a few years ago. Perry also got involved with our Association as an Office Rep within the Met Office and regularly manned a **csma** Stand at West Country shows & fetes.

His wife & children were injured in the same car accident and, whilst wishing each of them a very speedy recovery, I also extend the most heart-felt sympathy to all Perry's family & friends at losing this lovely chap so prematurely.

Allan Goddard

West Middlesex Summer Run Report from Car No: 1

Martin 'Ted' Saunders & I were car No: 1 and as such feel I ought to briefly put pen to paper.....

Sunday 6 August dawned bright and sunny always a good start when you are the organiser of an event! So well done to Jez and Nikki for sorting the weather.

Our start venue was the Jolly Millar which just happens to be handily located close to a couple of petrol stations and thereafter some absolutely cracking roads for the run.

A good variation of vehicles turned out for the day including AG's slightly off colour Omega, a rather lovely MG TC which has been restored by its current owner and of course Ted's red RS Escort, as featured in the winning photo of the 2005 Haymaker!

The route was a re-run of the New Year Run, some might say this was a 'brave move' but I have to say it was a resounding success because the lanes were decked in their summer finery. The view from on top of the hill by Old Winchester Hill Fort were fantastic and it was so nice to have the option to get out and go for a stroll. We however felt that an appointment with an ice-cream at the lunch halt was of a more pressing nature.

We stopped in New Alresford for lunch, visiting the railway station which is home to the Watercress Line and enjoying an ice lolly. For the train enthusiasts among us there was time to take a round trip along the line behind a magnificent steam engine.

As is becoming traditional we had some 'fun questions' to answer along the route, which was strictly for fun with no points or prizes being awarded.



Steam Engine at Alresford



One of a Display of Morgans at Alresford

However, the competition was valiantly fought and I'm pleased to say that we did okay, although I wanted to drive round the route a second time in order to try and find the red telephone box that I had missed but the offer of a long cool drink at the finish venue soon quelled that daft idea.

All in all the West Middlesex Summer Run was a great day out, with excellent navigation provided in the form of a tulip road book, some great roads for the drivers, lovely views but the best thing about the event was the wonderful company of all the other **csma** members out to enjoy a day's activity arranged by fellow club members in the true spirit of a motoring & leisure club – long may it continue.

Terri Jacobs (Co-driver of car No: 1)

West Middlesex Group

September Clubnight!

The Slot Car Stages!



AG & Dave W will be overseeing this popular evening once again - please consider this a special 'INVITATION' for YOU to come along and practice for the next "Centre President's Night" – heaven knows we all need it!!!!

So be there on:

Thursday September 14th

Starting at 8:00pm

*At the Liberal Club, Windsor
(175 / 967 766)*

Motor Sport Coordinators' Bulletin

September 2006

Dates	Event (Status)	Club	Type of Event	Champ
Sept 9/10	* Yorkshire Enduro (Nat B)		Enduro road event	
Oct Sun 1	* Autumn Autotest (C)	csma NWL	Grass autotest	Centre
Fri 13	* 12 Car Rally	csma WMX	Navigational rally	Centre
Sun 15	* Londinium Pedo ()	UH&ULMC	Walking Treasure Hunt	
Sat 21	* Quadruplex ()	csma MK&B	Inter Group Quiz	Centre
26-29	* Lombard Revival (C)	ERA	Enduro Stage Event	
Nov Fri 17	12 Car Rally	csma NWL	Navigational rally	Centre
25/26	Powerush Inter-Ass (Nat B)	Borough 18 MC	Navigational rally	
Dec Fri 8	12 Car Rally	csma NEL	Navigational rally	Centre
9/10	Preston (Nat B)	Chelmsford MC	Road Rally	

Licence required: (1/Nat A/Nat B/Cm) = MSA Licence, (C) = Club Card, () = Nothing,
* = Regs available

Previous Events

Welsh Enduro Well it seems there were two crews out from the Centre and neither of them finished, due to the roughness of the course causing breakages. The weather wasn't very nice either with torrential rain most of the time. Dave Smith/Pete Johnson had the front suspension collapse, whilst John/Gill Cotton had a driveshaft break. ***(Our very own Rob Reynolds also took part - see page 9 - Ed)***

Future Events

Autumn Autotest Running on the first Sunday in October, it will be held at the Studd Farm site near Leighton Buzzard, which is the same one as used by the Greenacres and Grasshopper events. The event is a passenger carrying one, so more fun in the navigation department, but the tests are usually straightforward. Regs will be available soon.

12 Car Rally - October West Middlesex will kick off the 12 Car season with their event in the Windsor area. Organisers will be Malcolm Grubb and Jez Boakes and an entertaining event should be in store. An entry form will be found elsewhere in the newsletter. The maps required haven't been stated yet, but 175 and 165 should be a good starting point. Entry fee is the usual £10.

Londinium Pedo This is a walking treasure hunt in the City of London and takes place on Sunday 15th October. There is the main event plus a more family orientated meander. The event costs £9.50 per team and there is a maximum of 150 teams! The event starts between 1pm and 2pm and consists of a circular route, which you are allowed three hours to do it in. If you need regs or further information, just give me a call.

Quadruplex Inter-Group Event Don't forget to put down Saturday the 21st October in your diaries as the date of the Inter-Group competition. Milton Keynes are hosting the event this year, so can all groups make the effort to send as many teams as possible to support their efforts. It will be held at Newport Pagnell, which is off junction 14 of the M1, and is 6:30pm for a 7pm start.

12 Car Rally - November There may well be a date change for this event to allow the organisers to be available, so more details will be available next month.

Other Items

Haymaker Autotest This event has unfortunately been cancelled due to the loss of the regular field and searches for an alternative field could not find anything. Hopefully they will be back again next year.

The Sump June 2006

csma West Middlesex Group

Greenhorn 12 Car This event has also had to be cancelled, mainly due to a lack of organisers and time to find alternative officials. Again, we hope the event will return next year.

Map 166 For all those getting ready for the NWL and NEL 12 Cars, please be aware that there is now available a new edition of map 166 which is C3. Obviously this applies to both organisers and competitors.

Mike Biss: NLC Motor Sports Coordinator

Tel: 01525 720299

E-mail: mike.biss@openreach.co.uk

LAST CALL FOR ENTRIES ON

The RETRO RUN 2006

The Retro Run entry list is filling up fast – closing date is Monday 4th September- that's before our next Clubnight !

Where : *The Alton Grange Hotel in Alton, Hampshire.*

When : *We'll all meet for dinner at the Hotel at 7pm on Friday 22nd September.*

How Much : *£275 PER COUPLE to include dinner, bed & breakfast from Friday evening 'til Sunday morning, two different Runs in your Classic or modern car, and surprises galore !*

How do we get to join in? : *Get in touch with AG very quickly – there are just three places left and there will be*

NO LATE ENTRIES!

Contact AG right now if you can come.

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.

4th Welsh National Endurance

Ian Collings and I, we pushed on and the car fell apart.

First selectif sheared all the front three sump guard bolts, front turned into a mud scoop, this also knocked the gear stick ball joint out and we lost all gears had to stop on selectif to fix. Lost all gears and had to get out again on the next selectif as well.

We chained up the front of the sump guard at service but car continued jumping out of gear didn't finally fix that until the end.



The Offending Vehicle!

Rear shock absorber bolt came off and caused wheels to rub on arch, (fixed with bolt off Ian's 106).

Knocked off one rear sump guard mount and the other bent back, stopped on selectif to investigate decided to just drag it on next selectif, strapped it up then chained it up with chain slung over suspension arms.

Copied down a code board incorrectly and got a test maximum.

Had a couple of minute's 'chat' with the DSO to discuss giveaways, and dropped 2 mins on that section.

Had a marshal deliberately refuse to give us the minute arrived on. We stopped, wound down window, asked for our minute, he paused for a couple of seconds waited for our minute to pass and said "look its just popped over".

Gearbox picked up a hideous whine - think its something in the diff.

And finally punched a shock absorber through top of mount and rearranged bonnet.

We won an award 'Against all odds' think it was appropriate.

Rag on!

Rob Reynolds



**Come and join Lee and the team at the
csma NWL Autumn**

Production Car Autotest

**Another fun family motorsport event
probably the best fun on grass**



**Sunday 1 Oct 2006 @ Studd Farm, Leighton Buzzard,
(MR 165/954229) 10.45 for 11.30 am.**

All we need is love your support!

Come and time the cars as they go round set courses in the fastest time, without getting a penalty for hitting a cone, taking the wrong route, or stopping incorrectly. A marshals draw will take place after the cones have been collected in and the results have been announced. So come along and join the fun and support club motorsport at its best. If you are available or if you require further information, then please call Graham McLean, Chief Marshal, on (020) 8553 4700 (evenings 1900-2130 please).

For entries contact Lee Craker on lee.craker@btinternet.com or (0208) 959 3399.

AG finally goes up in the World!

Some of you may recall that I celebrated a significant (?) birthday earlier this year. At my 'Birthday Bash / aka: March Clubnight' I received some truly excellent presents from some truly excellent people. They included a fully operational Cosmic Rocket, a large Lego Night Racer, a Stunt Kite, and a Helicopter Flying lesson! (See? I told you I was 16 and not 60 !). However, the latter gift involved making our way over to High Wycombe Airpark at Booker where we met with Ann & Derrick for lunch prior to my lesson with Helicopter Services Ltd.



A Nervous Smile?

impression,) to get into the Helicopter – a Robinson R22 apparently, registration number G-BYHE. And it didn't help when Derrick pointed out that read "G'byeeeeeee " ! Undeterred, I squeezed into the right-hand seat of this quite small blue & white machine – the only luggage / stowage space is under the seat squabs so you don't go anywhere for long in one of these. And once my lap & diagonal seat belt (Wot? No full-harness??) was fastened, my shoulders touched both my pilot and the door throughout the flight – it's a cosy place to be for two 16 stone, six-footer's !

Now I mentioned the door. A single-skinned piece of lightweight aluminium framing a large piece of very flimsy Perspex with a locking mechanism resembling the sliding bolt on my garden shed, but that was made of stainless steel so that probably makes it 'high-tech'! And I was about to go up to 3000 feet with, no doubt, the distinct possibility that my delicate 16+ stone would be leaning quite heavily on that door, I'd better hold the grab-handle.

Errrr'm, I couldn't actually see or find a grab-handle but Simon began the Controls briefing so I had to pay attention.

Before the duly appointed time, I 'Signed-In', was introduced to my Instructor Simon, and it was straight into the pre-flight briefing room – a glass conservatory with three large sofas, charts on the walls, and several chaps wearing black trousers & white shirts with epaulets all talking about 'fronts', 'beacons' and how far they could get before the weather closed in. The briefing given by Simon sharpened my attention somewhat as there were quite a few comments like " Don't worry if this rattles, they all do that..." ..and " ...if the aircraft does this don't do that or there's a good chance we will lose control ..." and ".... if you feel this happening, move this, pull that and gently turn this and the aircraft should become stable again...." - 'Should??' I much prefer 'Will' but there didn't seem to be much of that!

Briefing over and it was time to walk out onto the Pad (Simon carrying the Flight-Plan, me, shoulders swaggering, trying to do my best Top Gun pilot

The centre console held gauges for engine revs, horizontal speed, rate of vertical climb, level, various pressure gauges, a compass and Sat-Nav! This aircraft was also fitted with dual controls - a couple of linked pedals for the feet, which were mostly used for steering when very low-level apparently, and the 'stick'. This is a straight piece of tube, about 30 inches long, and turned down at both ends with a bicycle handle grip on each end. There's also a couple of buttons for communication - one for chatting between the crew and one for talking to Air Traffic Control.

On walking out onto the helipad I'd noticed that most of the other helicopters around us had an assortment of landing gear – wheels, floats, skis, and skids – as apparently it's always a bit hit-and-miss where you eventually end up landing one of these things, so the guys who build 'em like to give you a fighting chance! Our Robinson just had the skids and, excluding the Thames, I reasoned that as we were about 80 aerial miles from the sea, this seemed the best option.

On with the headsets, Simon turned the key (no, really!) and started her up. With the permission of ATC (Oh yeah, I'm into all this now!) we rose gently from the ground and, nose dipping just slightly, we moved forward across the airfield to the end of the tarmac runway. Permission granted by the Tower once again, loads of revs, and we were off - up, up and away. Two things: first the exhilaration on climbing so quickly, and apparently effortlessly, was greater than any theme park ride I've ever been on; and second, the R22 is pretty small on the ground, up here it seemed absolutely miniscule!

At 600 feet we turned north and, still climbing, passed over Lane End, Stokenchurch and quite close to Kings Wood on the outskirts of High Wycombe where the Police have been concentrating their search efforts in the latest terrorist scare. We're now several miles north of the M40 and at 2,400 feet, the 'ceiling' around here as it's directly beneath the flight path into Heathrow and, as our Robinson would easily fit inside the engine cover of most commercial airliners, we have to keep our heads down and stay low.

Simon speaks – “OK, put your feet on the pedals & hold the stick gently”... I do... ”Now remember, small movements, keep looking at the horizon and.....you have control” WHAT! OK, OK, OK – I've got it....we're turning just a touch to the right, I'll straighten her up – a millimetre of movement on the stick to the left andthe aircraft DIVES forward and down to the left!

A millimetre to the right to correct and we're wobbling about like a drunken Billy Bunter on a sail board and a rough sea! “ I have control” ...the reassuring voice of Simon. We level out and calm returns to our immediate environment. Apparently movements on the stick need to be a fraction of a millimetre, not my ham-fisted whole millimetre at a time approach!

We'll have another go... ”You have control...” Now concentrate, concentrate,



Step Away from the Vehicle, Sir!

hold it, hold it, hold it....arrgh! "I have control" Phew!

Now at this point I'd like to inform you that, during my lifetime, I have been privileged and fortunate enough to ride, drive or control just about every kind of transport you can think of – two wheels, three wheels, four wheels, horse-drawn, tracked, equestrian, fix-winged, military, floating, powered, pedaled & pushed. But never a helicopter. I've managed quite well with most things on average with the highlights being a couple of World Rally Cars and a Soapbox down the hill through Blakesley village. The most difficult thing to come to grips with (leaving horses out of it!) was the AC Invacar used by my CA at work circa mid-70's to mid-80's. This was a feat I only had to tackle at Christmas after the Office party, and on special occasions when the lovely Val had a small sherry and was usually given a lift home while I had the job of repatriating her invalid car! One Joy-Stick did everything on the AC – twist grip throttle, lever clutch, push forward to go left, pull back to go right, and down to brake. Two speed gearbox (one forward, one reverse) a handbrake and...Oh!...an indicator stalk was fitted below the twist grip! All that, but it was a piece of cake compared to flying a chopper 'cos easy, that most definitely, ain't !



Snug!

After a dozen goes at trying to move my hand just a fraction to gain some sort of control over this flying machine (the longest time I actually had it 'under control' before my instructor took over again was probably around 20 seconds!) it was time to head back to the airfield. Simon asked if I'd like to see an 'engine failure simulated landing' on our return – well, I'd survived so far and my pilot was obviously good at all this, so I agreed! Very impressive, engine off, no drama and with the rotor fluttering above us we just floated down landing (skids first!) and stopping on the grass in less than 30 feet. Lesson over and Simon headed back to our pad but not before demonstrating some very low-level backward and spinning round & round 'dance-like' flying – amazing! I asked how long he'd been flying helicopters to get to this sort of standard. "Nine years." So how old was he? Twenty-two!!! And he's been a commercial helicopter pilot all his working life. A very talented young man and a great guy.

Back on the terra-firma Derrick took a few photos to mark the occasion and then it was into the Op's Room for my de-brief which included the presentation of a Certificate of Achievement. Simon was very kind with his comments (particularly as I had friends looking on!) but I have to be honest – this was something I found very difficult, and it was very frustrating that I couldn't master it in the time I had. In short I felt I was rubbish! Simon's skills were extraordinary, his patience exemplary, and he did say that it takes many hours to master even the basics, which made me feel a bit better. But the whole thing was fantastic and I'm really pleased that I've done it.

Thanks to Simon for saving my life at least twenty times and thank you so very much to all West Middlesexer's who 'chipped-in' to provide me with this awesome experience – its one I'd recommend you all try at some time but don't wait until you're my age! Having

said that, I want to have another go just to see if I can get to grips with it. The plan is I'd then be able to use my own Robinson to park on the roof at the Liberal Club to ease the parking problems on Clubnights, visit all the Events I need to without incurring an overnight stopover & do the National Motorcycle Rally on the Saturday afternoon instead of taking up a whole weekend! Makes sense to me - do I have to keep doing the Lottery or can anyone lend me the £180,000 to buy one please? Wadderyermean, what planet am I on??????



Back on Terra Firma!

AG

The View from the Ground...

It wasn't a good start! After the record setting sunshine and heat of summer, AG booked his helicopter ride (60th birthday present from WMx) for today, a wet and windy affair, the wind particularly threatening to stop the show from getting off the ground – literally!

There is no truth in the rumour that a second problem was when AG told the pilot that the wind was blowing his hair around(!) and would he mind switching off the big 'fan'.

AG will, no doubt, write his own account of events, quite rightly, but a birds eye (or should that be a worms eye) view is also called for.

They say there are many bolts and rivets on a helicopter, but only two nuts – the one that fastens the propeller on and the pilot! There were three on this flight, because not only did someone volunteer to give AG a lesson (it keeps death off the roads I suppose) but also after only a few minutes tuition, he gave AG the controls!

The machine was put through some wonderful manoeuvres, tight banking turns, flying sideways and backwards and landing from a great height without the engine running – you and I would call this last exercise a crash.

Later AG was to say that the secret of such control was a rock steady grip on the tiller (not tiller girl – that's another story!). Well, the grip may have been like iron but the legs seemed a little shaky when he got out, although it didn't seem affect his mouth as he couldn't stop talking (no change there then!).

Did he enjoy it? When last seen, he was looking for 'about £150,000' and was painting a very large letter H on his back lawn.

Belated Happy birthday AG.

Derrick Holden

QUADRUPLEX

HOSTED BY MILTON KEYNES AND BEDFORD GROUP



SATURDAY 21ST OCTOBER 2006, 6.30pm for 7pm start.

NEWPORT PAGNELL WORKING MENS CLUB, 28 SILVER STREET, NEWPORT PAGNELL MK16 0EN

YOUR ENTRY IS IMPORTANT!

Each team can have up to four members and teams can be made up on the night.

It really will be very varied with fund and games and intellectual stimulation!

Please let me know by 7th October if you are attending. For catering purposes we need to know numbers in advance.

There are prizes for winners AND losers! ALL WE NEED IS YOU!

For directions see the maps below. The club is only 5 minutes from junction 14 of the M1 and plenty of parking is available. For internet directions to Newport Pagnell WMC, the postcode is MK16 0EN. If you have any questions please ring me on 01525 371527.

FOOD CHOICE	QUANTITY REQD
Cod & Chips	
Chicken & Chips	
Vegetarian	

Entry fee: £3.00 per person. Thanks! IAN WOOD, HON.SECRETARY

mkeynesgrp@csma-netlink.co.uk



The deadline for articles for the *October Sump* is September 20th!

West Middlesex group
motorcycling enthusiasts

September Ride-Out

The planned September ride will take place on Tuesday the 27th September.

We'll meet up for breakfast at *Jack's Café on the A30 in Bagshot at 10.00am* and, as usual for our September event, this will be a bit of a Mystery Tour, but we will see the sea, and it might be near Hayling Island! And yes, you've noticed, the Ride-Out is designed to coincide with our Noggin n Natter night at the Jolly Woodman – that's where I plan to finish at around 6.30pm, hopefully with a few of you in tow this time as our Chairman Derrick is DEFINITELY buying all WMx 'bikers to finish this Ride-out, their first drink !!

October Ride-Out

The planned October ride will take place on Tuesday the 31st October. This is a Ride with a difference.

We're going to the NEC for the National Motorcycle Show in a Mini-Bus!

I can arrange to pick up interested parties at either Twyford, Knowl Hill or the Jolly Woodman where we will return to in the evening by approx. 7.30pm for our Noggin' an' Natter.

I've already got eight bookings for this one so please give me a call if you'd like to join us.

Championship coordinator Jez says this WILL count as a Ride-Out and we will all get points in the Motorcycling Championship.

Should be a good day out and you won't have to ride home from Birmingham.

Contact me on 01189 345726 or mobile 07785 903 000 for more details if you need 'em, but DO NOT JUST TURN UP ON THE DAY PLEASE - I probably won't have room for you!

Meanwhile, as always, keep it shiny side up,

AG

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