

No News? Must be good news?

Seems some of you were thinking you had seen the final CFA newsletter ever last October.

Happily that is not the case it is just that workload has decided me that there will only be 2 newsletters a year from now on. One will be in July and the other in October after the season has ended. Before the season starts I will publish a contest calendar and include any items which are urgent and can't wait until July.

IPN

The bad news is that there is no more IPN.

Model Technics have a limited supply which they are keeping for their own use which should allow them to continue making diesel fuel for the next 4 or 5 years.

Southern Modelcraft sell something called DA Nitrate which is formulated to replicate the action of IPN in diesel fuel. It is very cheap at £7 for 500ml but only available at shows. I have some but have never tried it so can't comment at this stage.

I would love to hear from any member who has found a viable alternative to IPN. I know Richard Herbert did mention a substance to me a while ago.

Props

I have the next batch of 500 RAM 8x6 nylon props. Same price (3 for £5)

I'm well aware that they break for fun but at the moment there is not an alternative.

The whole set of Taipan moulds was 'lost' when the company that moulded them for the owner went 'bust' and the receiver was called in. They were probably thrown out as 'scrap metal'

Tom Ridley is looking into having a mould made but if this happens it will probably not be for some time.

Taipan Props

OK don't get excited these are 7x6 and 7x4 white nylon.

I have a reasonable number of these for sale at 2 for £5. If interested email me or phone or tackle me at the Nats.

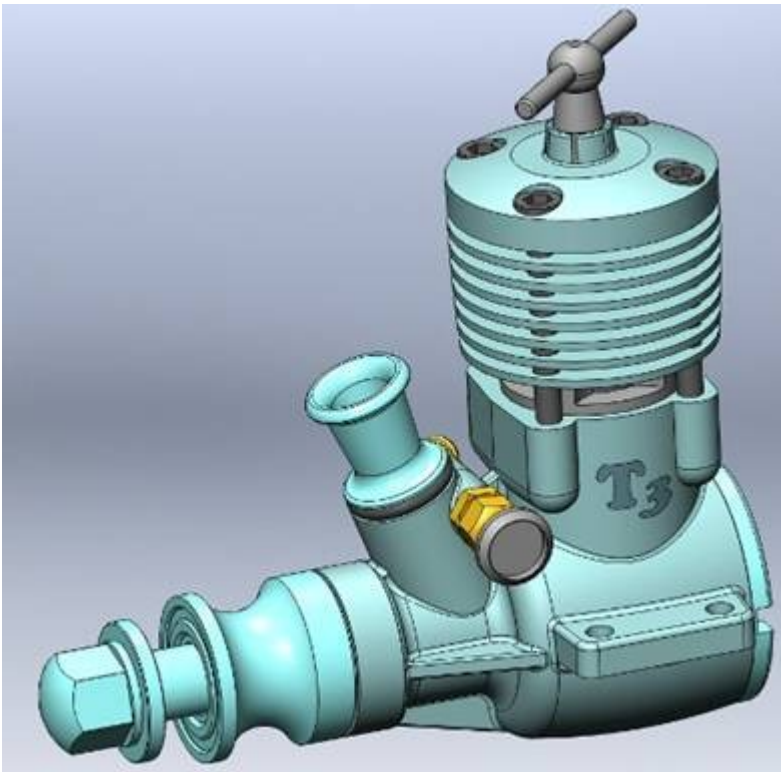
Alberto Parra T3 and T4 Engines

Alberto is having these engines made in Eastern Europe. The T3 is based on a MK3 Oliver with some improvements mainly for strength. The first ones should be with us for the Nats so we can try them out.

The T4 which is based on the Rothwell R320 will appear early next year.

Both of these motors will be proposed at the AGM for use in Oliver (T3) and Vintage (T3 and T4) as from next season.

Talk about it and decide if you are for or against before the vote next month. Don't say it was sprung upon you!



Wittering 14th April

The wind was forecast to gust to 38mph so the committee decided to contact all those on the list to say that the competition was cancelled.

In retrospect it was decided that this was probably the correct decision. Moggs however was most disappointed at our 'wimpishness'

He would get his chance to show his prowess in a gale at the South Bristol Gala in June. (see report later)

Old Warden

May 12th 2013

After the disappointment of having to cancel the meeting at Wittering scheduled for 14th April the CFA committee was expecting a really good turn out at this event. With an excellent entry of 23 it was clear that the organisation would have to be slick as rain was forecast for sometime after lunch. Happily flying hours have been extended at this super venue and we are now able to begin at 9.30am and run until 6pm if necessary. To make certain of not overrunning the decision was taken to make pilots land rather than fly out their tanks at the end of the bout. This really was a great success and may apply at some CFA run contests in the future.

The first bout saw newcomer Mark Legg take on Richard Herbert. A baptism of fire to be sure but Mark did well and at one cut all lost just by a couple of ground points.

Roger Fisher then put the skids under Nick Bridges who spent far too long on the ground after which Nick's team mate Karl Severne had better luck against 'Moggs' Morris who was also down for a long period. Mark Harrison then took on Brian Waters who retired when his lines broke-in future get yourself kitted out with a spare set Brian!Mike Loughlin had a convincing win over Graham Chilvers by three cuts to one before Pete Happle took on Simon Miller. With a clear speed advantage Pete was able to take the bout by two cuts to one with ground time being equal at a single point each.

Bob Payne then took on another newcomer in Alex Reid. Although Alex did really well

Bob's experience meant he went through to the second round a clear winner.

Richard Wright then flew against Stuart Vickers in a really good 'ding dong' battle. Richard flew very well but when the bits of streamer settled Stuart had the victory by three cuts to two.

Mike Waller then took on yet another newcomer in John Spink. John has invested in JSO 19's while Mike was using one of his 'trusty' PAW's. Not much to choose between the models but Mike's greater experience and John's considerable ground time was the deciding factor in Mike's favour.

Another face not seen for many years that of Eamon Forsdike was next up to take on the 2012 Nats and League winner Richard Evans. As expected Richard sailed into the next round-enough said.

In the final first round bout Mick Lewis took on Graham Winch who retired shortly after conceding a second cut. So everyone had flown except Jeff Sizer who was now to fly one of the losers.'Moggs' Morris was drawn out to fly against Jeff in a bout which would yet again be decided by ground time. Sadly for 'Moggs' he had more of the stuff than Jeff and went off to console himself in a bag of 'Kit Kats'

Sometimes it must be said that the losers round doesn't throw up many 'glorious battles' however this was not true on the occasion. Brian Waters had a superb motor run against Graham Chilvers and won with two good cuts and no ground time. Simon Miller had a great scrap with Alex Reid before winning by three cuts to one. All action bout with no ground time for either pilot.

Also getting through were Mark Legg, Richard Wright and John Spink who put out Nick Bridges, Eamon Forsdike and Graham Winch respectively.

There were now seventeen flyers left so one elimination bout would have to be flown to get down to the necessary sixteen pilots. Jeff Sizer and Stuart Vickers were the unlucky ones drawn out who would have to do battle to join the fifteen names already through.

After a hard fought affair it was Jeff who emerged the winner as at two cuts each he clocked up less ground time.

And so into the second round.

First up was young Karl Severne whose new Rothwell was 'getting there' as he put it. He was up against Richard Herbert whose Rothwell has certainly 'got there' so he would need to be on top form. Karl flew well enough but Richard was in no mood to hang around and stormed to victory. Roger Fisher then showed all his guile in defeating Pete Happle taking three cuts in the process. Pete could only muster a single cut in reply. Jeff Sizer continued his winning ways against Mike Waller who conceded without a single cut being taken. Not sure what happened but a shame as this should have been a great bout between two equally capable guys.

Mike Loughlin then took his customary three cuts of Mark Legg to proceed to the quarter finals. Mark had shown against both Richard Herbert and Mike Loughlin that he has potential for the future and with a less demanding draw could do well.

Although Brian Waters beat Bob Payne on cuts by two to one it was masses of ground time which saw him exit the competition at this stage. Hard luck Brian!

Mark Harrison then had to concede against John Spink after a 'crash' left him unable to continue. Hard luck Mark we have all been there!

Richard Wright was then on the wrong end of a 'spanking' from Mick Lewis who hit six without reply. (Strangely Richard Evans had been complaining about a general lack of cuts on the way up in the car!) Shortly afterwards Richard was victorious against Simon Miller by four cuts to one. Seeing that Simon had a foot of streamer left he exclaimed 'I was going to get another three out of that!'

Richard Herbert then flew Jeff Sizer for a place in the semi-finals. Both had quite a lot of ground time but whereas Jeff could not manage a cut Richard took two for victory.

Mick Lewis then took out Roger Fisher by three cuts to one before Mike Loughlin booked

his semi-final place in a very low scoring bout against John Spink. So one quarter final bout remained.

Bob Payne looked the under dog against Richard Evans being much slower and not as tight turning. Perhaps this could have been the reason Richard went in much too close and removed the whole streamer. Soon Bob had equalised and Richard was on the run. As the clock was winding down it seemed Richard would win as Bob had ground time.'No way' thought Bob as he happily took the second cut needed for victory.

So with three SECA members through to the semi-finals coins were tossed to decide who should fly who. Mike was to fly Richard leaving Bob to fly against Mick Lewis (South Bristol MAC)

A super bout followed between Richard and Mike who was flying one of the 'enlarged' Liquidators. There was little between the models or the motors and each took his turn on the attack. After a great four minutes Richard took it by the odd cut in five.

So could Mick Lewis do any better than his illustrious team mate against Bob Payne?

Mick was still not too worried when he uncharacteristically hit the ground with just a few seconds gone. The model was at the pitman's feet so surely the trusty Rothwell would respond without the loss of a point. The seconds ticked by, one ground point then two.

What was wrong? Eventually 'she' (must be she as just given trouble) burst into life. Mick was finding the slowness of Bob's model quite troublesome and could only take two cuts.

Bob also managed two cuts of his own as was through to the final. (Pitman's remark-'the dork tube on the motor had split and a piece had gone into the exhaust port)

Mick and Mike then flew off for third place. Mick's trusty Supermonger (first round model he flew all day) was up against the enlarged Liquidator. Little if anything between the models or motors but when Mike removed all of Mick's streamer this gave Mick enough of an edge to take three cuts in reply.

So we all looked forward to a good final. Of course being British we were all rooting for the underdog (sorry Richard) As it turned out Richard was not in the least perturbed by the slowness of Bob's model and in his usual undemonstrative manner took a casual three cuts for victory. Bob managed just a single cut but had flown exceptionally well to reach the final.

Trophies and wine were presented (in the drizzle) back at the car park and we all went our separate ways most of us vowing to do better next time out at Darley Moor.

Thanks to everyone who helped to make this event a great success and a special thank you to Richard Evans' daughter Jesse who had scored magnificently all day even in the rain. She has an open invitation to future events as her young eyes never miss a cut!

And lastly it was great to see so many newcomers. Vintage combat clearly has a winning formulae and long may it continue.

Mick Lewis

Darley Moor International

A great event excellently run by the newly formed Darley Moor MAC.

Hopefully a full report will be in Aeromodeller (not sure about this though!)

Festival of Flight

June 9th

With most of the country bathed in sunshine it was no real surprise to find the weather at Barkston dull and with a cold wind. A mere 30 miles away at the Nottingham venue for the CLAPA champs my old mate Stu Holland was pictured in shorts and T shirt. I assume that went some way to making up for his fruitless trip from the Emerald Isle to last years CLAPA champs which were blown out?

Anyway with a splendid entry of 25 battle was soon under way.

Martin Kiszal was going very quickly in bout one and won convincingly against Bob Payne by three cuts to one. The first upset came in bout four when Richard Wright managed to defeat Simon Miller without taking a cut. Simon's single cut was soon cancelled out by a boat load of ground time. Next shock came a couple of bouts later when complete novice Frances Roberts (we welcome yet another new guy) put out Sion Burns with a loud 'k-boom!' That was the end for a perplexed Sion. Peter Tribe flew well against fellow South Bristol member Tony Frost. No chance of Peter losing this one as the scorer counted his ground points as positive rather than taking them away! Even so the result was certainly correct. A single ground point separated Pete Happle and Tim Hobbins with Pete the victor. Mick Lewis then crashed out (quite literally) against Graham Chilvers. Mick was a cut up when for some unexplained reason his Supermonger fell in on its outboard tip. A slightly dented tip would not have been a problem but the fact that the motor also fell out saw him heading for the proverbial 'early bath'

Frank Marshall had received a bye in round one and so had to fly one of the losers. Pete Happle shouted out a number which turned out to be that of the 'still agitated' Mick Lewis. Quickly taking another 'stock' Supermonger Mick was soon in the air against Frank. With the 'red mist' still in his eyes Mick took four cuts to ease into round two.

The losers round then continued a pace with most flyers spending far too much time on the ground. In fact the only guy to boast more than one cut was Bob Payne who got a brace.

Three elimination bouts were then needed to get the numbers down to sixteen. Richard Wright's bout against Alex Reid (Reid and Wright! where was Rithmetic?) was described by Moggs as wham! bam! Even so Richard did manage three cuts a good score in anyone's book!

Pete Happle disposed of Graham Chilvers in a scrappy affair before a splendidly close encounter saw Pete Tribe take out his second fellow South Bristol member of the day when he defeated Nick Bridges.

Probably the best bout of the day began round two when Richard Herbert and Mike Waller showed how it should be done. Three cuts to two in Richard's favour and not a spot of ground time between them. Why can't all bouts be this good?

Pete Tribe's bout against Jeff Sizer is best forgotten so let's proceed to the battle between Bob Payne and Pete Happle. Not close this one as Bob cruised to a three nil win.

So into the last eight. There were four from SECA, three from South Bristol and Stu Vickers from the newly formed Darley Moor MAC.

Peter Tribe's luck finally ran out against Richard Herbert and the same can be said about Stuart Vickers who lost by a single point to Roger Fisher. So two SECA men through but who would join them? A real mess of a bout without any cuts saw Tony frost through against Bob Payne before Mick Lewis saw off Moggs Morris by two cuts to nil.

So two from SECA and two from South Bristol remained. A toss of a coin decided that it would be Frost against Herbert and Lewis against Fisher.

Richard Herbert was soon two up against Tony Frost but all the streamer had gone. Tony tried every trick known to man (well old F"D flyers anyway) but could only manage a single response.

Mick Lewis then took on Roger Fisher. More recent bouts between the two had managed

to avoid tangles but this time it was not the case. Although Mick was two cuts to one up a lengthy down time in which he had to run out and start his own motor cost him the bout by a single point.

With time running out (we had to finish by 6pm) a coin was tossed for third place which Tony won convincingly (says Mick)

So to the final itself which was to say the least a real 'anti climax'

At one cut all it was shaping up to be high class combat. Then a coming together saw Richard's luck run out. Roger was back up with the loss of a single point whereas Richard had to 'sit it out' for nearly three minutes.

So well done Roger for winning the 'Festival of Flight' 2013.

Trophies and wine were presented and thanks given to those who 'made it happen'

Mick Lewis

South Bristol Gala 23rd June

We can only assume that the very poor weather forecast put people off from attending this excellent event (food and bar on site!)

A very strong wind greeted the 9 entrants but it was due to lessen during the afternoon (wrong again,if anything it got stronger!)

With a small entry it was decided to fly 'rounds'

After the first 4 bouts one model was still intact with the other 7 in tatters!

At this stage Richard Evans and Mick Lewis both wimped out and withdrew much to the disgust of others flyers particularly Tony Frost and Moggs (I can fly in anything) Morris.

After 3 rounds Tony Frost and Moggs had three wins each while Stuart Vickers had two.

Everyone else had fewer. So it was decided that Stuart was in third place, Tony and Moggs needing to fly to decide the winner.

In the final Tony clattered into Moggs but the guy would not stay down. A rather damaged model came back into the air. Can't have that thought Tony (I assume he thought that anyway) and he promptly finished him off with a second mid-air. Tony's model? Not a scratch and a worthy winner amongst all the carnage. Richard Evans came bounding over to congratulate Tony saying " you won 4 bouts and only took a single cut all day"

I didn't check the score sheets to see if he was correct but he certainly could have been.

Wittering 14th July

With a very hot day forecast, a high entry (22) and a finishing time of 5pm it was clear that things would need to move along very smartly and to this end the CD had decided to sacrifice himself and leave all his gear at home (all together now-ahhhhhhhh.....)

This being our first time at Wittering (14th April was blown out) we were all keen to see what sort of site we would have. In retrospect the site was good being quite large (if a bit undulating) with parking along the adjacent road.

When flying began the Sun was still behind quite thick cloud and this didn't lift until after the first round had been flown. The wind sock was vertical which meant that motors were having to work really hard and quite a few models were 'sagging out' in tight manoeuvres. Eammon Forsdike who has made a come back this year after 'resting' for yonks was first up against Mark Harrison. After a good clean bout with both models and pilots performing admirably Eammon was victorious by a single ground point. Other contenders Richard Herbert, Mike Loughlin, Stuart Vickers and Steve Malone all made their intentions clear by showing no mercy to their opponents.

Next up we had Tim Hobbins against Mark Legg who is quickly getting his gear well sorted. This turned into the bout of the round (if not the day) Mark took the bull by the horns (no Tim I'm not calling you a bull) and was soon three cuts to the good. Tim had a short ground time which lost him no points and went on the level the count. Mark then crashed leaving Tim the winner which at times had looked very unlikely.

After Alec Herring had disposed (yes disposed) of Pete Happle's Piranha XL and Mike Waller had put the skids under Bob Payne we saw the quickest bout of the round when Frank Marshall's lines parted when his model made a very light contact with the ground. This put Martin Kiszel into round 2 without him having to 'break sweat'

Simon Miller then beat Karl Severne before the final bout of the round saw Jeff Sizer defeat 'Moggs' who seemed to struggle to show his model who's the boss!

So into the losers round. Mark Harrison was back to some better form in beating Alex Reid and Nick Bridges had a good win over Graham Chilvers who is still getting inconsistency from his JSO 19 (must be most infuriating). Also using a JSO 19 John Spink flew well enough to defeat Mark Legg who had problems of his own to contend with.

Poor Frank Marshall could still not get into the realms of positive scoring against Bob Payne who managed a cut without any ground time. Last up (but by no means least) was 'Moggs' against Karl Severne. With Karl leading by two cuts to one 'Moggs' hit the deck at a funny angle-well funny enough to shear three of his mounting bolts. I told you to use proper steel ones 'Moggs'

Bob Payne won the only eliminator bout against Pete Happle (certainly not Pete Happy) as he spent most of the bout on the ground.

So down to the last 16 (I know all these bouts just to lose 6 flyers-well that's how it works) First up was Mike Loughlin against Nick Bridges. Mike did his own impersonation of 'daddy cool' taking 3 neat cuts. Try as he might Nick could only manage the one.

Steve Malone got through against Eammon Forsdike as Eammon employed the tactic of 'if I stay down he can't get any cuts' That's true Eammon but neither can you!

Stuart Vickers and Jeff Sizer then had a 'smashing time' but Stuart also had a cut to see him home. The last time Mike Waller took on Richard Herbert it was very close and we all hoped for the same again this time. Mike was flying his laser cut Liquidator XL which he described as his best ever vintage model. Mike has plans to kit this model very soon-watch out for it! Anyway back to the bout which was a real let down. Mike just could not get a decent engine run, spent lots of time on the ground while Richard managed to take two easy cuts when Mike eventually made it into the air. Tim Hobbins was not able to reproduce his first round form against Simon Miller one cut all being the score. Tim lost two ground points but Simon lost none. One down time was 14.98 seconds. Pitman that's cutting it a bit too close for comfort.

Martin Kiszel who we all know owns a very quick Rothwell used his speed advantage to the full against Karl Severne. Three cuts to one in Martins favour after 4 minutes. There was even time to speed check Martins model. Exactly 26 for 10 was the verdict!

Mark Harrison removed all of Alec herring's streamer in one go but still got through by virtue (maybe that's the wrong word?) of a mid-air collision.

John Spink continued to fly well against Bob Payne securing a win by refusing to clock up any ground time unlike Bob who spent over half the bout grounded.

Suddenly we were down to the last eight having made good time due to all pulling their weight with no time wasted between bouts. It almost reminded me of the early seventies when 130+ entries were dealt with at the Nationals (well not quite)

Martin Kiszel is one of the few flyers who can match Richard Herbert for speed so when they were drawn together a great bout was expected. The performance of the models seemed very similar but Martin seemed to find Richard's flying style confusing and could rarely get into an attacking position. In contrast Richard had no such problems. A good bout even though the score was just one cut to nil in favour of Richard.

After a great start with some close following Stuart Vicker's Squig got a bit too close to Mike Loughlin's Yeti and neatly removed its back end. On such things bouts are won and lost-that's why we love combat so much?

Mark Harrison then exposed Steve Malone's lack of involvement at competitions this year by defeating him to two cuts to nil. Steve hitting the ground on numerous occasions so unlike his usual flying style.

Simon Miller brought John Spink's good run to an end by taking two cuts without reply. John also lost ground time which didn't help at all.

So semi-final time had arrived. As there were three SECA (don't ask what it means as it doesn't exist) flyers it was decided that a draw should be made by Stuart Vickers. Stuart was presented with three pieces of paper with the SECA names on (great way of doing it eh?) He picked out Richard Herbert which meant that Simon Miller would be flying Mark Harrison.

Stuart and Richard were soon into their stride and without any wind the models seemed quite pedestrian. Each followed the other but tight manoeuvres were killing the motors. Richard was having slightly the best of it at two cuts to one when Stuart's lines parted near the handle. The model didn't fly more than 50 metres and was soon back on new lines but with no time left Richard was the winner yet again.

Simon Miller then wrecked any chance Mark Harrison had of reaching another final by coming out on top in a collision being already one cut up at the time.

With a real shortage of models Mark decided to offer third place to Stuart who graciously accepted.(after all a bottle of plonk is not to be sniffed at-or maybe it is once opened?)

We all wanted a great final to bring a great day to a close. Well in truth it was not the best final ever,it wasn't even the best final this year but it was the only one we had so we enjoyed it anyway.

Richard continued to be the master of the sky as he had shown all day. Model/motor combinations were quite similar but the Piranha XL Richard was flying could out turn the Squig without losing speed and that was the key to Richard taking 3 cuts against Simon's single reply.

So the flying was over and Richard was again the winner. Can anyone beat him?Well as sure as eggs are eggs we are all going to have a jolly good try.

After trophies and wine were presented we all went our separate ways with joy in our hearts.

The Nats is next. I for one say "bring it on"

ML

Old Warden Oliver Event 21st July

I arrived early (for me) at just after 9am due mainly to an early start having been woken by ***** pigeons 'cooing' at 5am.By 9.30am I could only spot 2 other flyers and started to get a bit worried. Moggs had once again sweet talked the duty manager into transporting our gear across the field in his little 'buggy' but I was concerned that we may not get enough entrants to run an event. Anyway not wanting to look a gift horse in the mouth (so to speak) we loaded up the 'buggy' and off it went. Eventually a grand total of 10 Oliver 'junkies' arrived to do battle which started (not too promptly) at 11.30am.

It was decided (by the CD) to run 4 rounds and then count up wins to see how to proceed to an eventual winner.

The flyers seemed to form 2 groups. There were those who had models specially built for Oliver like Roger Fisher,son Chris,Tim Hobbins and myself and those who had just decided to bolt an Oliver into a Vintage model and go fly!

After 2 rounds 4 of the flyers Tim Hobbins, Roger and Chris Fisher and myself were the only ones with 2 wins each.

So into the third round. At this stage Alex Reid dropped out due to having no more models and I reluctantly had to do the same as migraine attacked leaving each eye working independently of the other!

Roger Fisher then made it 3 wins in a row when he defeated John Spink by 2 cuts to nil. At least this time John's model did not 'clap its hands' like the one he used in round 1.

Tim Hobbins then flew Chris Fisher which meant one of them would lose their 100% record. Due to some careful flying Tim emerged the winner as Chris clocked up rather a lot of ground time.

Sion Burns who has a very quick Ridley Mk3 was suffering engine run problems but still managed to beat Frances Roberts although neither managed a cut (come on chaps I make these streamers to be cut!)

Frank Marshall then got the victory he had worked hard for all day when he defeated Moggs whose luck was really out. Frank actually managed a cut, not so Moggs.

The low scoring (or no scoring) continued into round 4 where Roger made it 4 out of 4 by defeating Frances who just had ground time to show for his efforts.

Tim also kept his 100% record by taking 2 nice cuts against Frank who took 1 and ended up towing Tim's streamer around confusing the scorers!

So after 4 rounds Tim and Roger both had 4 wins while Chris had 3. John Spink was next highest scorer with 2 wins. Chris was clearly third but Tim and Roger would have to fly off for first place trophy.

The final started brightly enough but before either flyer was 'in the groove' there was a terrible 'bang' and Roger's model was confetti! Not the way we like to see finals decided but these things happen.

Congrats to Tim for winning what I believe to be his first comp and commiserations to Roger. Better luck next time.

The 'buggy' man duly returned at 4pm and we loaded up. This time I even rode back on it! Trophies and bottles were presented and chatter inevitably turned to the forthcoming Nats. See you all at Barkston for more of the same (except the migraine hopefully)

ML



What has Richard stepped in at Berkeley?



Karl Severne takes on Pete Tribe at Berkeley.



One of the many 'dinged' models. An easy repair for Pete Happle this time though!



Moggs and Tony (2nd and 1st) show 'who dares wins!'



Seen at Wittering this 'Diamond' by designer Alec Herring. Not used in competition yet.



I knew you were short Alex but that's ridiculous!



Martin Kiszal releases Stuart Vicker's Squig.



Simon Miller (2nd) Richard Herbert (1st) and Stuart Vickers (3rd)

Nationals Entries

I have received half a dozen already! Shows how keen some folk are doesn't it?
If you have not sent yours in yet (like me) do it now before you forget.

AGM

The AGM will be held as usual on the Sunday at the Nats. Time will be posted at combat control.

Proposals for any rule changes to me by Friday 9th August at the latest. On a piece of paper with name of proposer and seconder.

For Sale

I have leading edges (solid and hollow) at £4 each.

Laser cut part kits for the Ironmonger, Ironmonger 69 and Anduril 69 at £14 each plus plans showing construction details at £2 each. (due to cancelled Spanish order)

1000 ft reels of 15 thou 7 strand stainless (42lb breaking strain) at £40 each.

Other laser cut kits to order.

Squig £12, Supermonger £14, Piranha XL £14

Sorry this newsletter has so much bad news. Our branch of the sport is really 'under fire' it seems. This is particularly sad at a time when our numbers are on the increase.

New CFA motto 'we will overcome!'

Contact me on.....

mick@combatflyers.co.uk or 01453542367

Write to..... Mick Lewis, 40 Upthorpe, DURSLEY, Glos., GL11 5HR

Particularly waiting to hear from the member who has found a hidden supply of Taipan props and IPN.

Well if you don't laugh you would have to cry?

See you all at the Nats!

cheers,

Mick