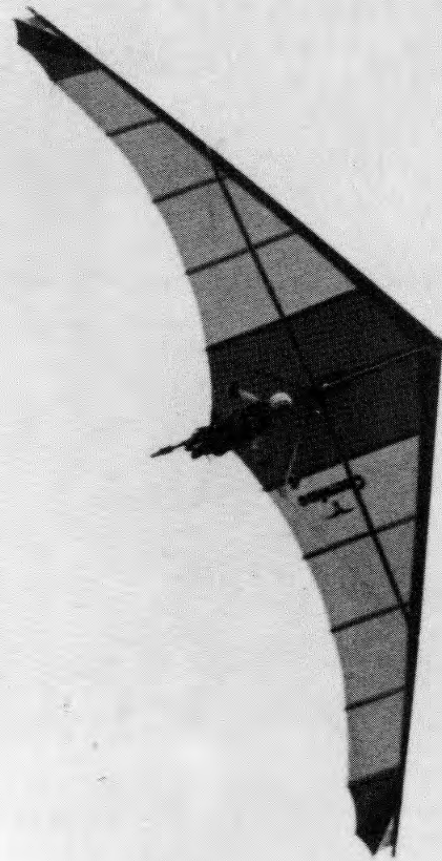


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**WINDS**  **CLUB**

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# WINDSOCK

'Magazine of the Southern Hang Gliding Club'.

ISSUE 4

## Committee

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	<b>TREASURER</b> Peter Day Epsom 23931	<b>ATC OFFICER</b> Eddie Horsfield 01-684 4772	<b>PRESS OFFICER</b> Chris Burslem East Grinstead 26255	

Most of you will know that Jim Payne died in a hang-gliding accident on Saturday, 16th June 1979 at Devil's Dyke. As one of his friends I would like to say a few words about Jim. Firstly however, on behalf of all his hang-gliding friends, I wish to convey our deepest sympathy to his family and friends.

I had heard of Jim Payne years before I actually met him through hang-gliding. In fact, to us aspiring rock musicians at Wimbledon College, he was quite a legend because of his tremendous guitar-playing ability. You might say he was Wimbledon College's very own guitar hero. Recently he placed in a band called the Secret Seven, for whom he also wrote songs.

Jim's strong personality and his approach to life meant that he was never going to end up in a nine to five job. After leaving university,

where he studied philosophy (I always wondered why I could never beat him in an argument!), he spent one year in India. In the last couple of years Jim drove heavy goods vehicles on an agency basis. This meant that he had the freedom to go flying whenever things looked good.

Anybody who has seen him will know that Jim was a very conservative flyer, but this in no way reflected the immense pleasure that he got out of hang-gliding. For Jim, that was where it was at. In the Steyning Open Championships Jim flew himself into second place in the pilot class, by landing bang on the spot.

As a result of this tragic accident many people are going to miss their old pal Jim Payne, but his incredible spirit, his positive and optimistic attitude to life will live on with us, his friends. God bless you Jim.

by M. Brady

# CHAIRMAN'S LETTER

TONY FUELL

I'm sorry to have to tell you that Tony Maclaren has decided to resign as Chairman of SHGC. This decision, which was taken for personal reasons has not affected Tony's relationship with the Club in any way, and we will continue to get the benefit of his advice and help. Very few people within the Club realise that it is only because of the enormous amount of work that Tony has put in over the last few years that we are flying anywhere in Sussex. He was the one who persuaded Lord Hage to allow hang gliding to continue at Firlie, and negotiated a proper legal agreement there. He advised us on the flight over the Mill Hill by law, and we're still flying there, too. He's helped us in so many ways - and more than that he's helped the BHGA.

I think that we must give Tony a big vote of thanks from all the Club. Tony hasn't been out flying much lately, but we hope that he won't lose touch altogether.

Tony's decision to resign, gives the Club the problem of replacing him. At the request of the SHGC Committee, I've taken on the job of being the Acting Chairman as well as the Secretary - for the time being. I have said to the Committee that I don't want this situation to continue indefinitely, and I certainly intend to resign from both positions at the AGM in November.

We badly need people to come forward to help out with the organisation in the Club. I have been on the Committee since 1974, and I've come to feel that enough is enough. We have come a long way since then. Some of the problems have diminished - apart from one recent instance, we don't have a problem with unairworthy gliders. The BHGA and BHGMF have tackled the problem, and seem well on the way to solving it. The "beginner" problem has been solved by the development of high standards of training - we can thank both BHGA's Training Officer and the Hang Gliding Instructors Association for this.

Some problems have got worse. We now have a considerable influx of foreign visitors each year. Most of them seem to manage well, some don't and are a menace to themselves and everybody else. Some find it difficult to adapt to British conditions, just as you or I would find it difficult to adapt to mountain flying. Some have bought new gliders in the UK, and are test flying them on new sites - just to add to their problems! We also have a considerable "intermediates" problem with British flyers; and it is in this area that the Club needs to look very hard at improving the services we offer. Anyone who goes out on the hills regularly will have seen perfectly good, airworthy machines being bent and broken as a result of failure to follow elementary safe-flying rules. Some of the Club's so-called "experienced" flyers are just as bad. I've seen several situations in which a possible disaster has been averted by a hairs-breadth and laughed-off in the pub, afterwards. I've seen people happily making top-landing approaches into crowds of spectators, screaming obscenities as they did so, when perfectly good, safe, empty landing areas were available a few yards away. Fortunately for those who did it, I haven't yet seen anyone drive their car over a field to deliver a glider to the take-off, or to pick somebody up from the bottom. But it's happened, all right, and on more than one occasion!

I had an accident myself last year, and so I can't criticise anyone else. But I do believe a lot of the problem lies in the fact that intermediate pilots face a very difficult task in gaining their experience. SHGC'S sites are not generally difficult to fly, although some are demanding, particularly if there are restricted bottom-landing areas. It can be quite upsetting to see the aces effortlessly soaring in almost no wind, particularly when you've got the same glider as they have. Or skying-out when the wind is howling. But you've got to remember that what they have got that you haven't is experience. Day-in, day-out knowledge of how to handle the tough conditions.

But that knowledge is based on an awful lot of flying in good conditions too. There are times when you just have to accept that you can't hack it, and go home. Run away - live to fly another day.

Anyway, the Club will be holding a few meetings over the coming months where the intermediates can meet the experts, and hopefully some of their knowledge will rub off. Look for the announcements.

And, if you want to help out with the organisation and running of the Club (you don't need to be a superman, just an average, committed, concerned flyer) - get in touch with me as soon as you can.

## STEYNING BOWL

We must raise over £2000 annually to keep Steyning Bowl, much of this from parking and flying fees. Since the gate is often unmanned, unless as many as possible purchase season tickets, the required amount may not be raised. Alternatively, it is important that everyone put their money in the box.

Several things should be kept in mind regarding Steyning Bowl;

- 1) In the event of its loss, two hang gliding schools could close down.
- 2) Without local training facilities of any kind, SHGC membership would start to fall. It is said this may not be a bad thing, overcrowding being what it is. But while overcrowding can be alleviated by the use of other sites, in perhaps 10 years time, if still without training facilities, there is no knowing how serious the fall in membership might be. As the SHGC is the largest in the UK this is even more significant.
- 3) British Hang Gliding, if it survives, will one day be represented by those who have not yet flown.

Obviously, if training facilities have not been preserved, they cannot do this.

4) Hang gliding could still be banned at Mill Hill and Beachy Head. If Steyning Bowl is also lost, then in southerly directions, many unprepared for cliff flying would have no sites available. We could be very glad of Steyning.

5) The loss of three prominent sites could lead to renewed attacks by our opponents - this time on sites facing north.

6) The loss of Steyning Bowl would mean beginners flying where they shouldn't; the possible loss of hang gliding schools would mean accidents and injury. The bad publicity resulting could cause renewed outcry against hang gliding.

7) Steyning Bowl is safer when returning to hang gliding after an absence. Great experience can be gained here, by the new pilot, making him safer at other sites. Tuning and modifications can be more safely tested. It can be wise to fly here first with a new machine.

8) Soaring is possible in easterlies; it has also been known in other directions.

An important development to arise, is the starting up of twice yearly held "Open" competitions here, and probably, for manufacturers to display their products. These events to receive publicity.

Hopefully, competitors practising at Steyning Bowl for these two and three day events, (held, weather permitting) will take advantage of the season tickets, thus giving further assurance for Steyning Bowl's future.

The loss of this site can only be a backward step. If you use Steyning Bowl and care about its future, you can help by purchasing a season ticket and persuading others to do so.

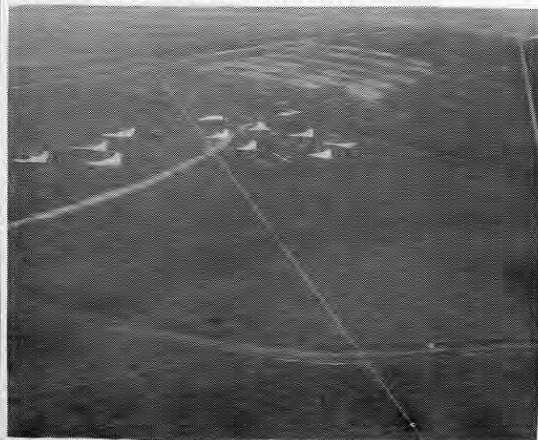
The £10 season ticket is available from Jeannie Knight, 10 Spring Gdns., Washington, Sussex, or Graham Slater, 11c Denmark Terrace, Brighton. Cheques/PO's payable to BHGA (Steyning).

DAVE CINSCOMBE

# THE FEAR SYNDROME

Sir Winston Churchill once said to a reluctant bomber squadron before a particularly dangerous assignment during world war two that FAINT HEART NEVER SCREWED A SPIDER?, but how many times have you stood poised ready for take off on your local ridge knowing that you definitely carried out your pre flight check correctly, on all three occasions?, knowing that your ventemeter did not lie and the wind was only fifteen mph, and steady, and square on to the hill?, but still some strange force is telling you not to commit yourself to flight? Fellow pilots are up there enjoying themselves having smooth easy flying, maybe you have seen some of them off yourself. You know everything is okay but still you linger and dither around unwilling to take the plunge. Those lead boots keeping you firmly on the ground.

Take heart, when danger threatens this is the time to advance, your reluctance is only a very natural human state of caution that comes to the fore in moments of stress. It shows that you are totally aware of the risks you are taking every time you leave the ground. The churning snakes that occasionally tear at your guts telling you that you are wrong to take off are all part of the fear syndrome. The chinese observe that since opportunity and danger are inseparable, it is



impossible to make a significant forward move without meeting danger, and, obversely the scent of danger should alert us to the fact that we may be headed in the right direction.

The problem is knowing the difference between being naturally cautious and being faint hearted. Remember your first training flights? Remember those nervous moments as you fumbled with that seated harness trying to stay calm? Most instructors are happy to see this, and will argue that any student that does not show some sign of nerves is either stupid or has not grasped the full implication of what he is about to attempt. They want to see some natural caution. On those occasions you had the advise of your instructor at hand and probably another student waiting to use the glider. Remember your first hesitant dive off the high board in the swimming baths?



Remember that sick feeling you got as you reached the end of the board and looked down at the water, so very far below? Natural life saving caution. Tests have shown that car drivers always over-estimate their braking distance considerably. We all tend to stay naturally on the safety side of things. Everybody suffers from the fear syndrome to some degree, even the league pilots can be seen sneaking off for a quick nervous pee before take-off. We should think ourselves lucky that our kites cannot feel our nervousness like a horse can feel its' riders, fortunately alloy tubing and dacron sailcloth are cold and uncaring and cannot react to our fears, and its' probably just as well. Should your flight turn out to be a good one you will smile at your pre-flight nerves, but if your flight is one of those nasty,

turbulent, kiss the ground on landing, type affairs you think 'Ah I knew I should not have taken off, I knew the conditions were all wrong, etc. etc.

Remember that limited vision you had on your early training flights? Remember how your eyes were glued on the landing area and would not look anywhere else, and you could not open your mouth to shout at your fellow students as you passed over them only fifty feet below you? That was your natural caution adapting to a new situation. What about your first soaring flight or your first time high? If you have read any good aviation books you will know that should you be unfortunate enough to fall out of your glider you will reach your terminal velocity of one-hundred and nineteen mph in just nine seconds, you would be fairly insensitive if that did not make you think about flying high. Richard Bach the author of that classic aviation book 'Wings' says that to conquer fear is what life is all about? It can certainly make you high when you do conquer it. A friend of mine makes light of his pre-flight nerves and refers to these moments as "self induced decisions of terror"?

Fear has a strange effect on some people who watch hang gliding, they appear genuinely frightened for the safety of pilots in the air. This fear, that stems from their ignorance of what makes a hang glider fly and how it can be controlled, turns to an irrational panic reaction that causes them to demand that all hang gliding be banned. We should all try to understand this concern if we are to protect our sites.

The intermediate pilot must be at the greatest risk, through not knowing what is fear and what is caution. This uncertainty can lead to either an accident, or the lead boots syndrome. The help of your local safety officer is the answer here and I personally always seek his advice if I am at all unsure about the conditions and when the old stomache snakes start churning. A few quiet words of advice based on years of experience from a safety officer can be a tremendous incentive in these situations. Mac Lane of the S.H.C.C. is a typical example.



The air you are about to fly in is as important to you as the air you breathe, so you need to be sure its' right. The real challenge is to know and respect your own limitations and exercise the correct degree of caution and not be embarrassed in packing up without flying, even if the air is full of kites. This is a wisdom borne not out of weakness but out of maturity.

As Kent Trimble of America says "any fear you may have is based on a lack of confidence in your ability to fly safely back down. The fear syndrome is hardened by a combination of common-sense and self awareness; common-sense to avoid potentially dangerous flying situations and self awareness to know poor flying capabilities and stay within your limits." And he is dead right. It's that simple. Work your way through each new situation gradually. Pay heed to caution but move forward through fear.

MIKE LINGARD

# TOP LANDING BEACHY

BARRIE ANNETTE

This can be pretty dangerous, if you do not properly sort it out; and it would appear not good enough at present to just watch what Mr. Average is doing.

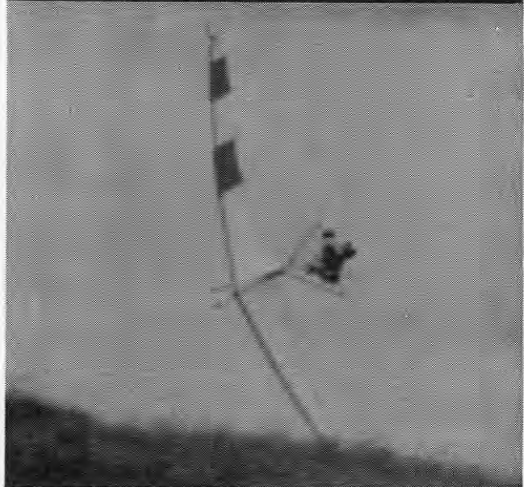
This is what I did, and a bump hit me at about ten feet. It could not have happened at a worse level. I was wind sheared and next flying the other way at 50 m.p.h.

It is hard to describe the violent way this happened. When I was wind sheared at Seaford Head, it was in slow motion by comparison.

Now this is interesting. I told Johnny Carr about this, and he would never have recommended that I came down in that place, on the ridge behind the bowl, the wind being on the cliffs and fairly strong. I was too far to the north. People seem to have less trouble if they come down in the square by the coast guard's building, he said; although he would not lay down firm rules, because you have to sass it out at the time.

Why, therefore, do you see people landing all over the place? Mostly, they come down OK. Sometimes they have it slightly rough. But they obviously don't realise what can happen. It was definitely not a stall, because the glider at once responded to radical control inputs, and I got clear of the hill; although for a second it was a very uncertain matter, and I think it was a radical error not to have cut my potential losses and stuffed in a wing.

But to come back to the point: if you don't discuss it with somebody who really knows the place, there is always the possibility of being hit by something you can't possibly handle.



# 4000 ft and nowhere to go

Early on Easter Monday morning I left home in Worthing heading for the Dyke feeling good about the weather and hopeful that it could be a good day to 'go for it!'

Arriving at the Dyke about 9.30 am I found a Northeasterly about 15 mph. and immediately decided that Ditchling is the place to be because of its reputation for excellent thermal activity. I was the first pilot in the air at about 10.30 am. and enjoying reasonable ridge lift watching other pilots rigging up. After half an hour I hooked my first thermal of the day and climbed above take off to an estimated 2000 feet. I say estimated because my instruments were, in the car. I landed to put them on and now with full instrumentation the wind dropped and swung north west. So it meant back to the Dyke.



Due to the holiday traffic and a bush fire in the north bowl of the Dyke it was 3.00 p.m. before I could get airbourne again in what appeared to be poor ridge lift. So leaving my instruments behind again I found myself circling back over the Hotel at about 800 feet above take off. Once again I had to land to get my instruments, fully expecting to have missed it again.

However this time I was in luck. After take off I turned left and flew into the westerly bowl. Turning into wind I gained good height and headed back towards the Hotel. I was climbing all the way and the air had become rough. Could this be the one? I 360d twice to feel it out and it felt good. I had found myself a good 4 to 5 up, and climbed over the Hotel to join Johnny Carr and Alan Weeks at 2000 feet 1 mile behind the Dyke. This was the one I had been looking for.

The air had become smooth now with a steady 3 up everywhere. I was concentrating on smooth flying now and arriving at the coast still in good lift I realised that this was as far as I was going. The cloud I had followed was now huge, perhaps 1 mile across and as far north and south as I could see. I estimated cloudbase to be about 1500 to 2000 feet above me. I hadn't looked at the instruments for some time, flying on audio only. When I did look I was pleased to see the altimeter reading 3500 feet above take off. I believe the Dyke is 600 feet ASL so I was now 4100 feet above Shoreham Harbour and still climbing with nowhere to go.

West looked good as there appeared to be more landing areas and it was the way home. Crossing my arms on the bottom bar I cruised into clear blue sky over Shoreham airport at 3000 feet ASL and soaked up the view. The rest of the flight was absolutely smooth with a view I shall never forget.



Worthing coming up and getting low I picked out Brooklands Pleasure Park as a nice place to land and nicely lined up with 500 feet left I went wightless, spun through 90% and went over the falls all in rapid succession. Checking the wind direction I realised I had hit a sea breeze and set up a landing approach facing south west.

After a wingover above the boating lake to amuse the punters I had a perfect landing right in the middle of the Pitch and Putt course and received a round of applause for my efforts.

Total flight time was about 40 mins. and a round trip of about 12 miles. If only the English Channel would dry up.

Keith Reynolds



# Wind in SE England and Ireland

by Lindsay Ruddock

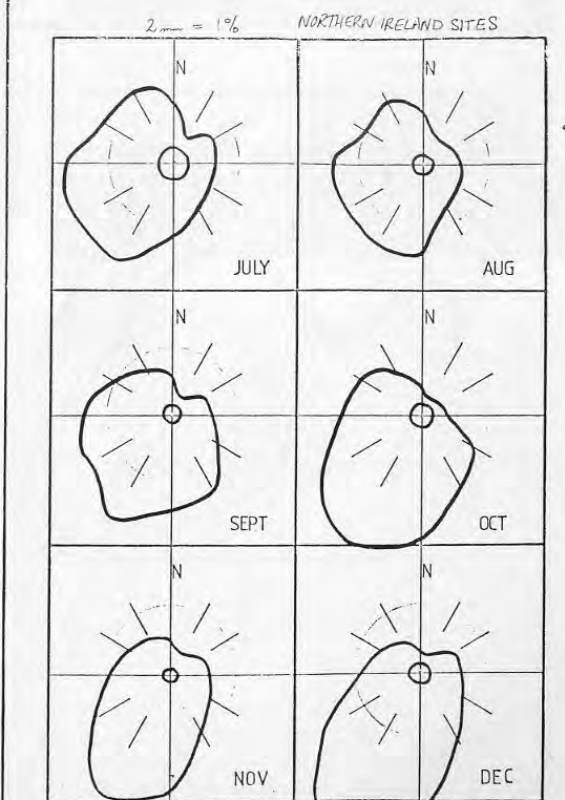
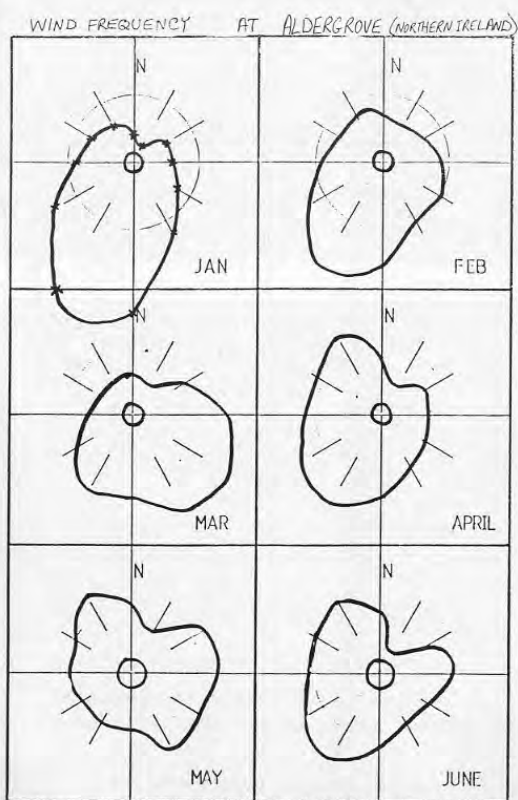
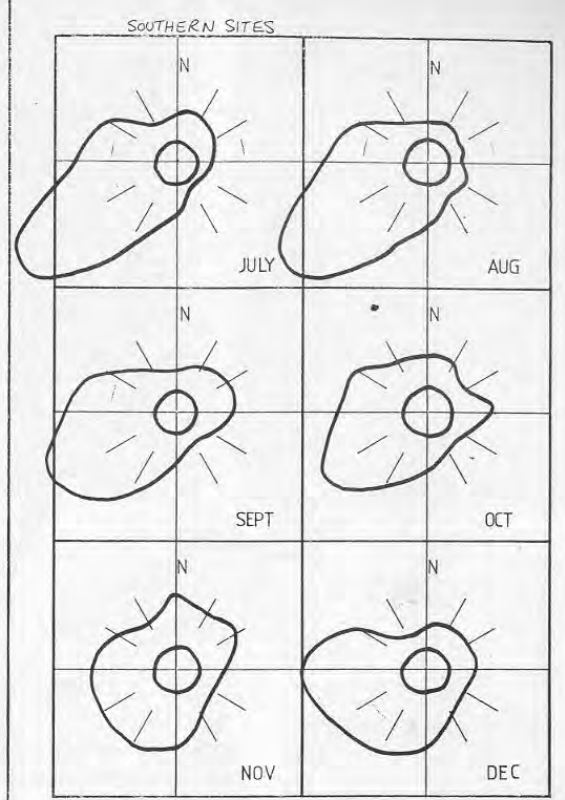
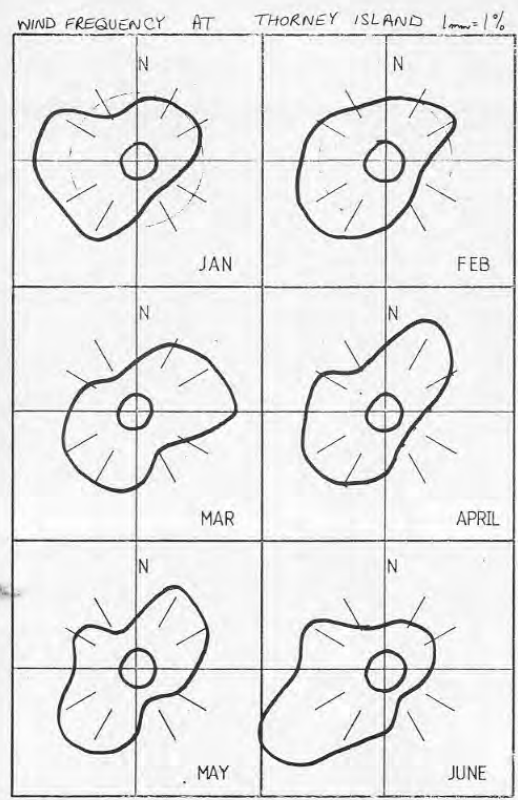
The 12 Polar Graphs for Thorney Island show what direction the wind might be expected to blow from at our Southern Sites for any given month in the year. They were drawn from tables supplied by the London Weather Centre, analysing the wind direction for the years 1951 to 1959. Similar Polar Graphs for Aldergrove in North Ireland, and two windiness comparison graphs ought to be useful to anyone thinking of a flying holiday in Ireland other than in June, July and August. The chances of finding flying weather in Ireland as deduced from the Graphs are obviously pretty slim in the other 9 months of the year.

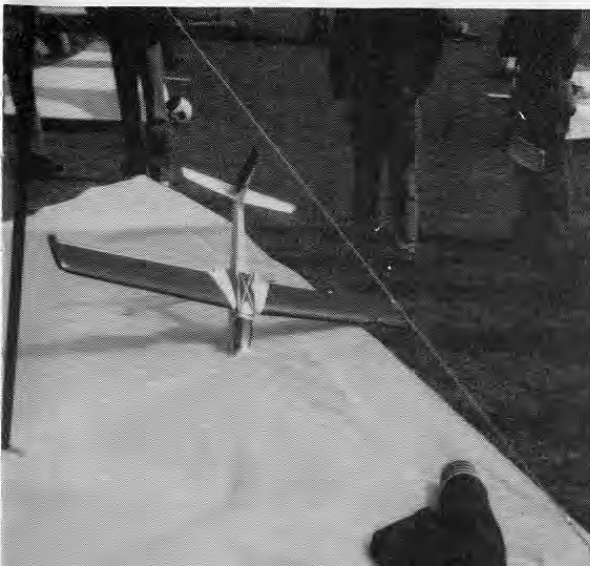
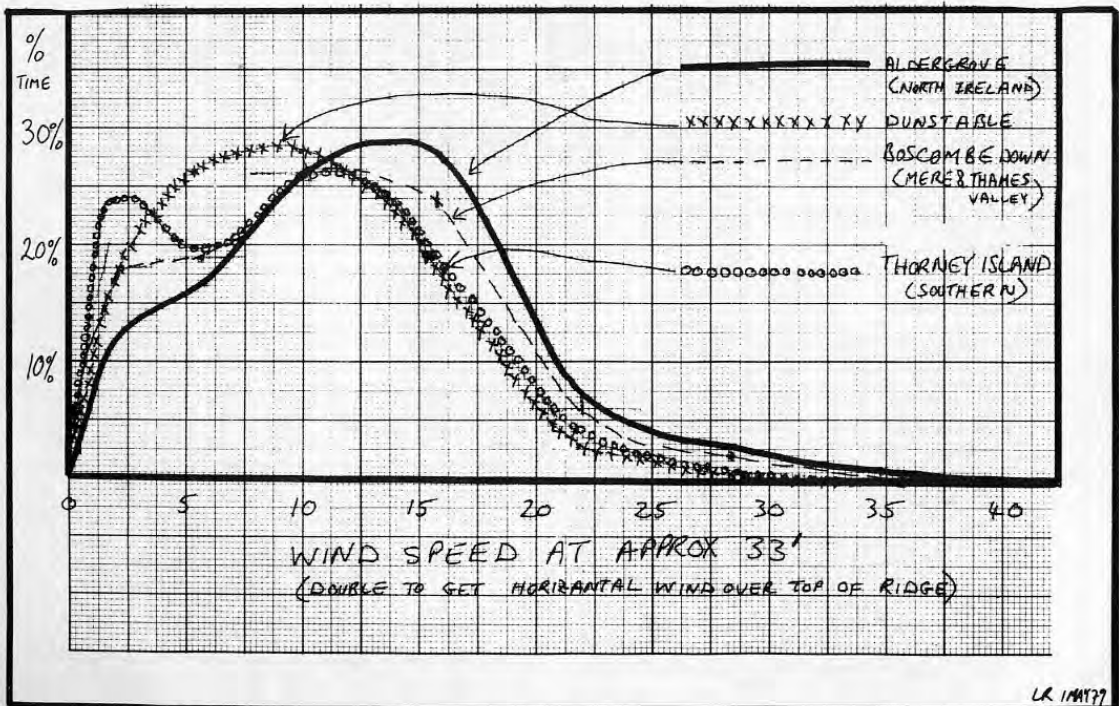
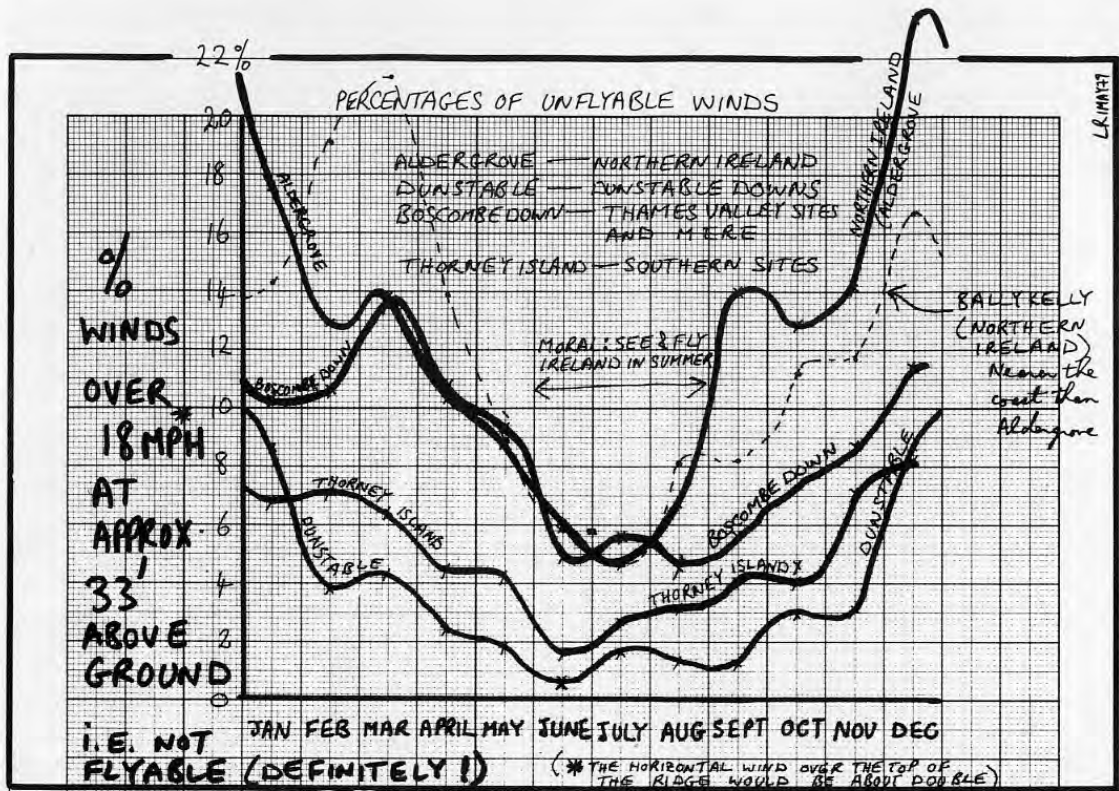
I haven't attempted to show fog, rain, low cloudbase, gustiness or wind strength contours on the Polar Graphs. Direction alone is worth looking at for

it is direction which determines which site we head for. For example, if you want to fly NE sites in Ireland don't go in October.

At home in the SE of England, it can be seen that the summer brings south westerlies and the spring north easterlies. Beachy Head looks pretty lean in all months, but even leaner in summer. The chances of a flyable day there in June would appear to be virtually nil. Firle, too, peters out in August, but the Dyke keeps it's share all year round.

I think these Graphs are worth a few minutes study if you want an idea of what to expect from the bites in the areas they cover.





IS IT A BIRD?  
IS IT A 'PLANE?  
NO! IT'S

# BLOB

THE GREAT WHITE  
KILLER THERMAL!



ALTHO' I DON'T MIND  
DOING THE ODD  
COMMERCIAL FOR THE  
MANUFACTURERS



THERE'S THE NEW  
'AIRTEX' WITH  
ITS FAMOUS  
P.G. TIPS

LITTLE  
PERFORATIONS



THE AIRTEX IS FITTED WITH  
A 'G' STRING FOR HIGHLY  
LOADED ~~MANGE MANGOU~~  
~~MANGOUR~~ TURNS

TAKE TO  
THE AIR ON  
A 'G' STRING

CLASSICAL PUN TO  
RAISE THE TONE  
A BIT

THERE IS ALSO THE NEW "CYCLOPS," NAMED  
FOR THE REASON BELOW



I NOTICE ON THE NEWER  
KITES A TENDENCY TO  
SUPPORT THE ROACHED  
TIPS BY A STRUT---

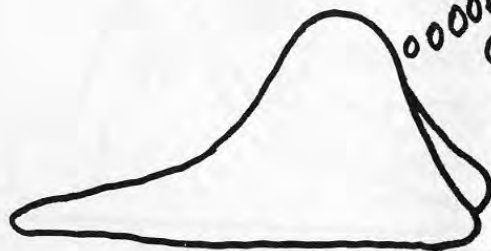


---- WHICH IS COCKED UP AT AN ANGLE, HENCE PRODUCING THE NEW COCKROACH TIP



I WAS GOING TO DO A BIT ABOUT THE MAXI IN THIS STRIP---

BUT I'M AFRAID I COULDN'T MANAGE IT. I'M AFRAID THE BEST LAID PLANS OF MOVES AND MEN----



# Airmail

# Small Ads

Dear Anna,

A good time was had by all at the Steyning Competitions (2/3 June) and it occurs to me firstly that we should have more such events and secondly we should take the opportunity to use the competitions as staging posts to help members improve their pilot ratings.

For instance it would be very easy to make the landing target 13 metres dia. so that successful members could get that task signed off without altering the competition at all. After all a smaller target or even a spot could be put at the centre for the experts to demonstrate on for extra points.

I am sure that with a little ingenuity we could still have fun while gently helping members through the pilot grading scheme.

Another point. The competition results showed several equal firsts and equal seconds etc. separated only by a trivial tie decider. Under these conditions I don't think there is any justification for rewarding a "winner" with two prizes. Under such circumstances or even under all circumstances for these competitions I think that prizes should be limited to 1 per person and distributed in order of excellence to enable a greater number of competitors to benefit.

Terry Prendergast: 25 Princes Road, Weybridge.

Dear Peter,

I will be returning to Australia to live at the end of March and will therefore not be renewing my membership when it falls due on 1.11.79.

I have enjoyed my short association with the S.H.G.C. immensely - my very best wishes to the Club and its members, for the future and my thanks to all those folk who made me so welcome on the South Downs.

GEOFF REES: 19 Abbots Drive, Virginia Water.

LARGE SUNSPOT 10 months old - good condition with seated harness, prone knee hanger harness and vario in a streamlined pod £320.  
TELEPHONE:- DORKING 81282.

\*\*\*\*\*

HIWAY SUPER CLOUDBASE 21 foot model. Very little used. Blue and white sail complete with Hiway prone harness and kit bag. £200.  
TELEPHONE:- BRIGHTON (0273) 70040  
Paul Clements.

\*\*\*\*\*

MIDAS SUPER E Immaculate. Emigration necessitates sale £350.  
TELEPHONE:- SHOREHAM-BY-SEA 5611 Ext.256, working hours. Nigel Gale

\*\*\*\*\*

LARGE SPECTRUM. Sound condition with bag £350.  
TELEPHONE:- CHICHESTER 787563 5.30 p.m.

\*\*\*\*\*

ALTIMETER REQUIRED, wanted ex RAF, altimeter or similar in good condition and working order. Cash waiting. Chris HARTFIELD.  
TELEPHONE:- BRIGHTON 503783.

\*\*\*\*\*

SUPER SCORPION B Attractive multi-coloured sail. Get up with the rest of the SHGC for only £415.  
Telephone: 01.303.8255 Andy Smith

\*\*\*\*\*

VORTEX 120 Only 3 months old Also Dunstable Prone Harness and Helmet : £400  
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Dr. Entwisle

BIRDMAN SPORTS. CHEROKEE:- most popular glider in British League and current 50 mile distance record holder. Standard Dacron sail. Performance with speed and handling. See agents Lester Cruse or Brian Wood for test flight or  
Telephone: Downland 54322 or 01.462.5212

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Full range of gliders and spares stocked

**SKYHOOK &**



also

ROMER HELMETS

Tuition and used gliders

Contact Tom and Jeannie Knight

hang glider pendants  
silver and gold  
£9.75 and £35

# APPLICATIONS

Name ..... Address .....

..... Tel No .....

MEMBERSHIP £5.00 Signature ..... Date .....

*I agree to abide by the rules of the club*

**Flying Membership/Glider Registration (Note, this costs an additional £15.00)**

NB:—Any person wishing to fly a hang glider on sites controlled by SHGC must possess either personal flying membership *or* a glider registration covering his machine. A sticker will be issued by the Treasurer to denote payment: this must be displayed when flying. All British nationals and permanent UK residents flying SHGC sites must be BHGA members and EPC holders. Glider registration will only be issued for BHGA registered or approved gliders: each pilot in a syndicate must either hold SHGC membership or be covered by a group Affiliation.

**Flying Membership**

OR

**Glider Registration**

Name .....

Make .....

BHGA No .....

Model .....

EPC Date .....

Serial No .....

Signature .....

Sail Colours .....

Date .....

Pilots .....

As all memberships start on November 1st of each year, the following table will enable new members to work out their subscriptions for joining the Club at any time during the year.

(joining before)	Nov 1	Dec 1	Jan 1	Feb 1	Mar 1	Apr 1	May 1	Jun 1	Jul 1	Aug 1	Sep 1	Oct 1
Membership	5.00	4.51	4.10	3.69	3.28	2.87	2.46	2.05	1.64	1.23	0.82	0.41
Flying membership or glider registration (additional)	15.00	13.75	12.50	11.25	10.00	8.75	7.50	6.25	5.00	3.75	2.50	1.25
<b>Total</b>	<b>20.00</b>	<b>18.26</b>	<b>16.60</b>	<b>14.94</b>	<b>13.28</b>	<b>11.62</b>	<b>9.96</b>	<b>8.30</b>	<b>6.64</b>	<b>4.98</b>	<b>3.32</b>	<b>1.66</b>

Please send me Number Required Total Cost

Cloth badges 60p each ..... .....

Vinyl badges for windscreen 20p each ..... .....

Vinyl badges for helmets 20p each ..... .....

*When completed please post to the Treasurer*

Peter Day, 31 Christchurch Gardens, Epsom, Surrey