

## October 2009 Autumn Newsletter

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### Scale Captain's Chat

*Hi Folks,*

Here we are again, another newsletter and nearly the end of another season!

I know the lake looks a little low on water at the moment but at least it is weed free and all usable and I am sure we will get the rain to top it up again over the winter! It is good to see so many members down on club days and I would also like to welcome our new members to the club, please make them feel at home.

The Steering Competition for the Solent Cup was an excellent event and the course was really challenging now that we are using docking facilities as well. Thanks to John Frost for designing the course and helping the skippers around.

Tickets for the Christmas Lunch are now available, please contact Lorna Soffe if you wish to go, it is always a good do and the food is excellent and the company fantastic!!!

Despite considerable effort, I have not been able to locate a suitable new venue for the Annual Exhibition and, as I will be in contact with the Highcliffe RNLi soon, I would be interested to get some idea of how many would expect to attend, particularly following all the discussions at the AGM, please email me or leave a message on my phone if you think you will plan to participate (date not yet decided but most likely March or April).

As a sound module user I fully agree with Peter's editorial (below) and hope that you will all do your bit to keep noise to a reasonable and realistic level! As usual we will continue to sail over the winter months and I hope to see you at the lake .

Happy sailing, *David*



"Come in No. 3, your time's up"... the club's Scale Captain hard at work operating his highly lucrative Setley Pond pedalo concession, one of the Scale Captain's perks.

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### Dates for your diary: 2009 Club Events

12th December 2009 (Saturday) Christmas Lunch, South Lawn Hotel, (see below)

March/April 2010 (Saturday) Club Exhibition, Highfield.

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### Editorial

**And it used to be such a peaceful pond!** Before I get into deep trouble over this, please be aware that I'm not against sound units as such, indeed they can offer added realism to our models and they are becoming increasingly popular. Also it has to be admitted that, even for the loudest sound unit, we are not talking about levels of sounds that would disturb local residents. But my feeling is that the volume emitted by a sound unit should be "to scale". What do I mean by that? For example, if you watch a trawler at sea, unless it is exceptionally calm and quiet, you see the trawler long before you

hear it. Similarly on the pond you should hear one of our boats as it passes reasonably close to you, but not when it's far away at the other side or end of the pond. And if you do have a loud sound unit, please, please don't leave your boat drifting in the centre of the pond, or hauled up on the shore, with the sound unit continuously emitting a loud "engine idling" sound, while you continue your conversation with fellow club members. It happens, and the rest of us can't escape from the sound of your model. In those circumstances, the sort of sound units which are programmed to cut out after a brief "engine idling" period are very, very much to be preferred! Finally, those sound units which revert to playing music... I may as well bring my 1950's valve based portable radio to the pond (if I can find a new 90v dry cell battery)... please, resist!

**The Club Annual Exhibition.** On a more serious point, the Club has had an Annual Exhibition since 1988 and, over the years, it has helped raise significant amounts of money for the RNLI. It has to be admitted that, from an exhibitor's point of view the present venue, the Methodist Hall in Highcliffe, is not ideal. Space in the Hall is restricted, parking is difficult particularly for those members with impaired mobility, and we have to pay rental costs for the Hall. However the Hall is at a prime location on Highcliffe High Street and there is no doubt that we attract much "passing trade". In 2008 we raised over £800 for the RNLI (a record). Despite much effort by our Scale Captain, David McNair-Taylor, a better venue for next year has not been found. Also, please note that I'm aware (as an RNLI "Shoreline Governor") that, since the recession, the RNLI is not as wealthy as it recently was and still remains a fitting charity for a model boat club to support.

For 2010 we have the offer of a private donation to cover the Methodist Hall rental costs, so next year all donations raised by the club exhibition will go to the RNLI. We will also try to ease the parking problems for those who have mobility problems, perhaps by a shuttle car system. So please continue to support our Annual Exhibition. And new members, please note that we would love you too to exhibit your models... the exhibition is by no means a preserve of the "long-time" members and the public are equally interested in models in build, models "bought off the shelf", and also your own skillful creations! We'd really like to see you there and I'm sure that you would enjoy the day. Much of the time it is busy, but in the quiet moments (usually at lunch time) you can swap ideas with other club members. It's also a good chance to pay your annual subscription and buy club regalia etc.

*Peter Taylor, Your Editor.*

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## News

### Model Shop Discounts

We have negotiated a 10% members discount at: **Channel 4 Models**, ([www.channel4models.com](http://www.channel4models.com)), 101/103 Charminster Road, Bournemouth BH8 8UH, 01202 789009. They mainly deal in planes, helicopters, and cars, but they do have an extensive stock of RC gear, materials, glues, etc.

Other suppliers offering 10% discount to club members (on production of membership card) are:

**Westbourne Model Centre**, ([www.westbourne-model.co.uk](http://www.westbourne-model.co.uk)), 41 Seamore Road, Bournemouth, BH4 9AE, 01202 763480. One of the largest stockists of model boats in England. They currently have on display some 300 model boats split between static 'Plank on Frame' and Radio Control kits. In addition they stock a wide range of model Boat fittings, radios, electric motors, and steam plants, plus many other accessories for model boats.

**Lesro Models**, ([www.lesromodels.co.uk](http://www.lesromodels.co.uk)), Stoney Lane, Christchurch, Dorset BH23 7LQ, 01202 499354. Their web site concentrates on cars and planes but they still sell boats, boat kits, and lots of useful stuff for the RC Model Boater.

**Models by Design**, ([www.modelsbydesign.co.uk](http://www.modelsbydesign.co.uk)) 07810 645344. A wide range of model kits and hulls including Model Fishing Boats for sale from SRCMBC member Andy Griggs' company.

**Technobots**, ([www.technobots.co.uk](http://www.technobots.co.uk)), The Old Grain Store, Rear of 62 Rumbridge Street, Totton, Hampshire, SO40 9DS, 023 8086 3120. A local source of electronics suitable for RC applications. Most of their business is internet or mail order. If ordering over the web you need to know the club's login name and password to obtain a discount (contact the Scale Captain, Alan Bond, or Peter Taylor, see end of newsletter for contact details). If going to the shop, phone ahead to confirm opening times.

## August Steering Competition

The Steering Competition for the Solent Cup (Sunday, 23rd August) saw a very good turnout at the pond. The event was won by Andy Griggs, second was David McNair Taylor, and third was Andrew Davis; all had clear rounds so the result was decided on timing.



(left) Bob Eaton aims his PLA tender "Westbourne" serenely toward the shore while John Frost tries to work out exactly where Bob is on the course!

(right) Andy Griggs proudly displays his prize having triumphed over his younger generation of Griggs's



(left) Don Scott reacts with horror at being presented with a club special "life-time steering competition achievements" award which would mean replacing his treasured, if decidedly ageing, boating cap with a brand new SRCMBC baseball hat!



## 40MHz Frequency table

FREQ	MEMBERS NAME				
665	David Reith	Peter Oram	Richard Densham	Brian Cornish	John Cooper
	Barry Coyston	David McN-Taylor	Ernest Weller	Nasos Kaniias	Ian Holliday
	Brian Severn	Ken Carter	Richard Coombs		
675	Andrew Davis	Roger Yeatman	David Reith	John Sherwood	Don Hoe
	Peter Singleton	Philip Long	Peter Perry		
685	Archie Howie	Don Hoe	Allen Kaye	Ray Hellicar	Arthur Shannon
	John Cooper	Ken Carter	David McN-Taylor	John O'Donnell	Ken Weller
	Richard Coombs	Arthur Page	Tony Crollie		
695	Peter Oram	John Frost	Arthur Shannon	John Cooper	Tony Crollie
	John Branson	Don Hoe	Richard Coombs	Philip Long	Ray Hellicar
705	David McN-Taylor				
715	Greig Reid	Alan Andrews	David Purchase	Ken Carter	Don Brazier
	Peter Singleton	Tony Crollie			
725	Tom Royle	David McN-Taylor			
735	Ron Selman	Alan Furness	John Cooper	Brian Severn	
745	David McN-Taylor	Paul Nixon	Ken Carter		
755	David McN-Taylor				
765	Alan Andrews	Andrew Davis	John Sherwood	Ken Carter	
775	Alan Andrews	John Sherwood	Ken Carter	Peter Perry	Don Brazier
	Peter Singleton	Ken Carter			
785	Richard Morgan	David McN-Taylor			
795	Greig Reid	Ken Carter			
805	Alan Furness	David McN-Taylor	Don Scott		
815	George Hawkins	Don Scott	David Reith	John Sherwood	John Cooper
	Peter Singleton	Colin Ching			
825	Arthur Lord	Richard Densham			
835	Don Hoe	Peter Soffe	Dennis New	Colin Ching	
845	Bob Eaton				
855	Andrew Davis	David McN-Taylor	Peter Soffe	John O 'Donnell	
865	Ron Selman	Ernest Weller			
875	David Bothroyd	Peter Oram	John Branson		
885	Andrew Davis	David McN-Taylor	Philip Long		
895	Roger Yeatman	Don Scott			
905	Peter Oram				
915	Archie Howie	John Sherwood	Richard Joyce	Garry Smith	John Cooper
	Peter Singleton	Arthur Reynolds			
925	John Frost	David McN-Taylor	Peter Perry		
935	Arthur Lord	John Sherwood			
945	Don Scott	David McN-Taylor	John Cooper		
955	Roger Yeatman	Arthur Shannon			
965	Greig Reid	Ken Carter	John Branson	Peter Singleton	
975	John Cooper	Sheila Soffe	Peter Singleton		
985	Bob Eaton	Andrew Davis	Don Scott	Alan Furness	Nev Bramley
	Tony Crollie	Don Brazier			

Please check the above frequency table to ensure that it properly lists your 40MHz frequencies, if it doesn't please inform me (Peter Taylor, see contact details below). Remember that we can't guarantee any member a specific frequency. However, we suggest that you look at the table and select a frequency which is not used by many members, particularly those that come to the pond on the same day as you do! Also note that where "Ready to Run" models use 40MHz, favourite frequencies seem to be 40.665, 40.675, 40.685, and 40.695MHz. These frequencies also are most popular in the above Table. Try to avoid them.

## Setley Pond Calendar 2010



Over the past few years the Club's "Setley Pond Calendar" has proved very popular. I'll have an example of the 2010 calendar at the pond during October. To get a good price I have to take advantage of whatever special (limited period) promotions "Photobox" offer and quickly order in bulk. Thus at present I can't be sure of this year's price, but I will aim for between last year's £7 and £10 maximum. It would help me (Peter Taylor) if members let me know if they are interested in ordering calendars, if so how many, and the maximum price you would pay.

It is also possible to have a calendar featuring all your own boats (provided we have enough photos). However that would cost £16 per calendar plus around £3.50 p&p. If you are interested in this option, contact me (see end of newsletter for contact details).



## Possible visit to Boscombe Down Aviation Collection

Having just retired I needed something to do other than building model boats and the dreaded hovercraft. As many of you know is a long haul to the pond for me as I live in Salisbury.

All my life I have been very interested in watching Military Aircraft so I thought this could be something to do more of as Boscombe Down is only 8 miles from my home. My original idea was to sit at the end of the runway as I did in my school days. However at Yeovilton Air Day last year the Boscombe Down Aviation Collection was displaying several cockpits and a Wasp helicopter. I got into a conversation with Squadron Leader John Sharpe (retired) who runs the museum. Knowing my interest and knowledge of Boscombe Down aircraft he invited me to join the restoration team. Boy, what could have been more ideal. As Boscombe Down is owned by the MOD I had to fill out a 16 page security form in order to get security clearance and a pass. This has now gone through and I am allowed to get on the base, and can even drive air side although this does not permit me onto the pans other than going to the HAZ [ Hardened Aircraft Shelter ] site. The collection is actually housed in one of the HAZ shelters.

The aircraft collection consists of a large amount of aircraft cockpits, some of which you would not

see in other museums. There are also complete aircraft and some vehicles as well as weapons. I found it quite unique to actually put my hand inside a WE-177 nuclear bomb.

We have actually got the highest scoring Sea Harrier from the Falklands War which was a Boscombe aircraft. It was recalled to make up the numbers when the task force went down there. Later it was returned to Yeovilton where it crashed and was given to the collection to restore. She is in now in her full glory. As a matter of interest, the first Sea Harrier shot down in that war was also a Boscombe aircraft. The main criteria for any exhibits is that they were actually at Boscombe Down for tests.

The museum is not open to the general public at this point in time owing to a health and safety issue regarding the aircraft shelter and of course being inside the security wire fence. However in the New Year this problem should be addressed and small groups could gain access. If that is the case I am sure I can talk to the powers that be, and perhaps arrange a visit for members who would be interested. There would be a small fee as this is how we get funds for the Collection.

In the meantime, anyone who would like to see what we have can go on our web site... (<http://www.boscombedownaviationcollection.co.uk/>).

*Pete Bryant*

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## **Request for Information: On what ships have you been to sea?**

Yes, this is a repeat of my last request! I have had some replies, and what interesting reading they make. For example, Arthur Page was a Fleet Air Arm pilot on aircraft carriers such as HMS Victorious and HMS Striker; David Boothroyd was in charge of various Esso tankers; John Branson and his wife have taken to cruising in a big way. Those and more stories are on our web site ([www.srcmbc.org.uk/links\\_ships.php](http://www.srcmbc.org.uk/links_ships.php)). For those of you not on the internet, there will be an article describing their experiences in a later issue of this newsletter.

But I'm sure that there must be more members with links to "ships and the sea". This can include ships you've served on, ships you've cruised on, yachts you've sailed on, or motor cruisers you've enjoyed. Almost anything goes (although I did draw the line when a member submitted photos of his crossing on the Sandbanks ferry!). As I've said before, even just telling me the names of ships that you've worked on (or cruised on) would allow me to link to information about those ships and create interest for others. It only needs relatively few words, please respond!

*Peter Taylor*

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## **Hints and Tips**

### **HMS Hood, experiences with an Almost Ready to Run Model**

**The Original Ship:** The Admiral Class ships were developed during the First World War to counter the threat of the German Mackensen classes, but only HMS Hood was completed. The vessel was commissioned in 1920, while her three sister ships were cancelled and broken up. The ship was named after Admiral Samuel Hood, first Viscount Hood (1724 - 1816).

The Battle of Jutland had shown that battle cruisers were vulnerable to steeply angled artillery fire, but construction of the Hood continued despite this discouraging experience, even though the idea of developing a completely new design with improved armour was under consideration at the time. In the 1920's the ship became a national monument in Great Britain after gaining world-wide fame by completing a circumnavigation of the globe to visit all corners of the British Empire.

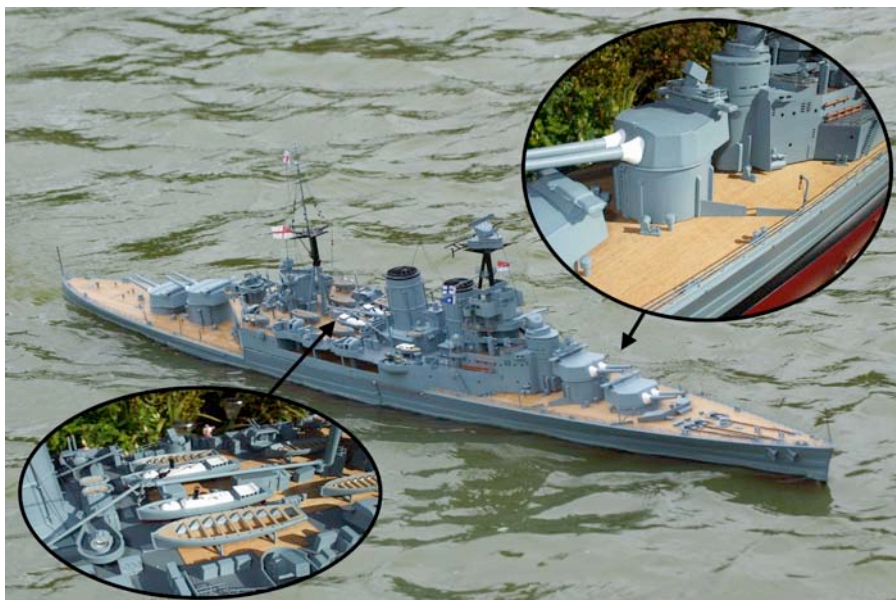
On Empire Day, 24th May 1941, the Hood, together with the Prince of Wales, took part in the hunt for the Bismarck (which was accompanied by the Prinz Eugen). The ships met in the Denmark Strait and during this action the ship came under devastating steep-angle fire from the Bismarck and Prinz Eugen, which succeeded in gaining a hit that started a fire on the boat deck, a second hit is believed to have spread fire from the torpedo stowage to the main magazines. The resultant gigantic explosion split the Hood in two, and the wreck sank in just two minutes; there were only three survivors. The

Prince of Wales was subsequently forced to break off the fight and turn away after suffering severe damage from artillery.

On 26th May the Royal Navy caught and sank the Bismarck with the loss of 2000 members of her crew. The action ended German warship incursions into the Atlantic.

**The Graupner ARTR Model:** After pricing up a Fleetscale Semi-Kit and finding it was too big to go in my car and would cost in the region of at least £1600 when completed, I decided to purchase the Graupner ARTR model which is slightly smaller being just under 6ft overall, I made the purchase with a little trepidation I might add! I am a scratch builder and detail freak and exhibit my models with The Surface Warship Association at locations such as the Portsmouth Historic Dockyard, and the Hood would need to be of an acceptable finish and detail to not appear as a toy. The model has only just become available in the UK and I ordered one from the first batch on the understanding that it could be returned if it was not up to the standard I wanted. I need not have worried, the model is built in China for Graupner and has a first class finish with lots of excellent detail.

I had to put better quality hooks on the cranes and ammunition davits. Also, to improve the level of detail, I made a new main boat boom, completed the rigging, had to re-rig and detail the sea boats and davits. I also scratch built and fitted new boat booms, constructed two night man overboard markers and fitted them, remade and rigged the smaller boat booms, made additional fittings for the main mast, and obtained from BECC signal flags and ensigns to show the signals flying at the time of her loss in May 1941. The model also needed 4.5 Kg of lead ballast. You also need to install all the electronics except the motors .



HMS Hood afloat at Setley Pond. The inserts are photos taken in my garden which illustrate some of the excellent detail on this Graupner model.

I was supplied with two "Plug and Play" Mtronics 15 amp speed controllers which had several problems: varying neutral positions, little throttle control, and a tendency to run the motors in the opposite direction when they felt like it, I would not recommend these "Plug and Play" versions and have replaced them with programmable Mtronics ones. Power is provided by four Speed 400 Type motors .

The motors ran slow on 7.2 volts and a much better performance has been obtained using four 8.4 volt NiMH batteries which give a realistic scale speed ( I have heard of one of these models being run on 12 volts but this must really overload these motors as they are rated at 6 - 8.4 volts only). The model has a very large turning circle and motor power is recommended to aid manoeuvring.

In summary, she is an excellent performer on the water and, with relatively few modifications, looks fantastic as a static model. Scale Models like this do not come cheap as the retail price is about £1200 but I paid considerably less via "A Model World" ([www.amodelworld.co.uk](http://www.amodelworld.co.uk)). Certainly not a toy but I would say that it is an excellent price for a true scale model of this standard.

*David McNair-Taylor*

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## View the Pond from on board your model!

For my birthday, my son gave me an extreme sports helmet camera recording device. It's an "ATC-2000 Action Cam" from Oregon Scientific. The picture of it (below) gives an idea of size, it is just over 4 inches long and weighs around half a pound. It can record 30 frames per second or 15 fps and the resolution can be set to 640x480, 320x240, or 160x120. A 2Gbyte SD memory card will record for 60 minutes at best resolution - and correspondingly greater durations at lower resolutions. The big plus for this camera is that it's waterproof to 3m, about 10 foot; not that that depth is likely to be reached the way the water level in the pond is at present!



The camera comes in a circular clamp with a flat base intended for strapping to the side of a bike helmet etc, which is good for fixing to a boat deck or roof. The pictures below show views with the camera mounted on the deck, viewing through the bows. You can see the movies on the SRCMBC YouTube channel ( <http://www.youtube.com/user/srcmbc> ). In future I'd like to try towing it on a camera platform to get a better impression of my boat as well as other boats on the pond.



### Two photos through the bows of my Pusher-Tug showing the "on board" view that you gain.

The main disadvantage is that you only get to see your results once you get home and connect it to a computer or TV set (OK, a laptop or travel TV at the pond side is possible, but it's still after the event). You have to judge the field/angle of view when you install it on the boat - so this is best done at home, recording a voice commentary as you move the camera to various vantage points on the boat, then replaying it and noting the best position tried. Also, as it is held in a circular clamp it's easy to get your video slightly off the horizontal when you replace it in the boat after the trial set-up run.

Other cameras options are available. Chris Chattaway has just bought a similar device for about £50 on E-bay which can also take decent resolution stills as well as doing 640x380 resolution movies at 25fps. However variation of resolution/recording time is not possible, and it is not (by design) waterproof. However it does have a clip-on optical viewfinder that gives a decent guide to the field of view.

*Alan Bond*



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## "Members" Adverts

### A note on members adverts:

This is a free service offered to SRCMBC Members for private (i.e. non-commercial) model boat related sales. The adverts are displayed on the Club web Site (at [www.srcmbc.org.uk/adverts.php](http://www.srcmbc.org.uk/adverts.php)) and will be included in this newsletter if possible. Members using email can have a "myinitials@srcmbc.org.uk" email forwarding address set up for them (at no cost) to avoid attracting spam to their true address. Occasionally we will also include adverts from non-members which we think may be of interest to members.

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### Models by Peter Soffe



**F.C. Sturrock.** Ocean Going Tug: Model was begun in 1972 as a college project, plank on frame scratch built for display it was made from 1/4" to 1ft plans of the original vessel. Extensive research included a trip to South Africa to see and photograph the original in service. Acquired by present owner in a dilapidated state in 2006, it has been fully restored and converted for RC.

Length 44" and beam 10", fitted with twin geared 400 motors driving 60mm 3 bladed props, controlled by a Viper ECO27 ESC from a 12v 7AH sealed lead-acid battery

(latter not included). Radio is HiTec 3 Ch (HFS-04MG) 40Mhz FM (crystal not included). Rudder servo drives a single rudder. A home made oil-burning smoke unit with fan is fitted but requires to be wired up. Display stand included.

Price : £250. Extensive documentation pack including large amount of photos of the original, original ship plans, letters, receipts etc. is £35 extra if required.



**Hartlepool Pilot Boat.** Scratch built 1/8th scale model of 34ft twin-screw Hartlepool Pilot Boat. Built for Trinity House in 1960 by Aquabell Ltd, Gt Yarmouth. 5.75 ton displacement, 15 knots, 2 crew.

Length 52", beam 16". Planing hull, hard chine construction in light ply. Fitted with twin water-cooled 800 size motors driving 35mm brass props, controlled by single Electronize FR30HX ESC from twin 12v 7AH sealed lead acid batteries (latter not included). Radio is Futaba 3 Ch (R114F) 40Mhz FM (crystal not included). Radio utilises 4 AA cell battery pack for operation (batteries not included).

Rudder servo drives twin rudders. Cabin mounted switch operates lights. Display stand included.

Price : £300 (no offers)



**Tiger.** Ocean Going Tug.

Length 38", beam 7 1/2". Twin 500 sized motors drive 55mm 3 bladed props in fixed Kort nozzles, controlled by a Sea Hunter 25A ESC from a 12v 7AH sealed lead acid battery (not included). Radio is 3 Ch (FP-R103F) 40Mhz FM (crystal not included). Rudder servo drives twin rudders. Display stand included. Price : £100.

**All Models:** may be viewed at Pennington (near Lymington, Hants, UK). Buyer collection only.

Contact: Peter Soffe; phone: 07936 373167.

# *SRCMBC Christmas Lunch 2009*

**CHRISTMAS LUNCH**  
**12<sup>TH</sup> DECEMBER 2009**



**STARTERS**  
WINTER VEGETABLE SOUP WITH HERB CROUTONS  
SALMON MOUSSE WITH LIME CHIVE DRESSING  
PORK LIVER PATE WITH PLUM CHUTNEY

**MAIN COURSE**  
ROAST TURKEY WITH TRIMMINGS  
GRILLED FILLET OF HAKE WITH SMOKED SALMON SAUCE  
TRADITIONAL NUT ROAST WITH RATATOUILLE VEGETABLES  
SERVED WITH A SELECTION OF VEGETABLES

**PUDDINGS**  
CHRISTMAS PUDDING WITH BRANDY SAUCE  
CHOCOLATE TART SET ON A MOCHA CREAM SAUCE  
BRANDY SNAP BASKET FILLED WITH FRESH FRUIT SALAD WITH CHANTILLY CREAM

COFFEE WITH MINCE PIES

**NO DRINKS PROVIDED    £17.50**

During October Lorna has been collecting bookings, menu choices, ...and money! It's still not too late to book but please contact Lorna as soon as possible: Return the slip below, phone her on 01425 615305, email: [membership@srcmbc.org.uk](mailto:membership@srcmbc.org.uk), or tell her at the pond!

✂-----**Reply slip**-----

I/we will be attending the Christmas Lunch on 12th December 2009, please add my name to the list:

Name (print):..... Number of people (including me!):.....

Please return to: **Lorna Soffe, 1 Stoneleigh Avenue, Hordle, Lymington, Hampshire, SO41 0GS**

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## Club Contact details

If your address, email, or other membership details change please make sure you contact:

**Lorna Soffe**, 1 Stoneleigh Avenue, Hordle, Lymington, Hampshire, SO41 0GS.

Email: [membership@srcmbc.co.uk](mailto:membership@srcmbc.co.uk) . Phone: 01425 615305

**Also contact Lorna to book tickets for the Christmas Lunch (see below)!**

For the newsletter: please send your "Ships I went to sea on" information, and hints and tips, adverts, orders for photo prints of your boats (in aid of the RNLI) or other contributions to:

**Peter Taylor**, 84 Priory Road, St Denys, Southampton, SO17 2HS

Email: [info@srcmbc.org.uk](mailto:info@srcmbc.org.uk) . Phone: 023 80554670 (you will get my answering machine; say who you are and I'll either answer if I'm there, or get back to you!)

For any other queries contact the Scale Section Captain:

**David McNair-Taylor**, 18 Wilton Gardens, New Milton., Hampshire, BH25 5UT

Email: [scalecaptain@srcmbc.org.uk](mailto:scalecaptain@srcmbc.org.uk) . Phone: 01425 618900

**Cut off date for entry in the next issue is : 31st Dec. 2009**

*But don't wait till then, send it to me now*, and especially give me more time if you are submitting on paper or want me to do the "art" work!

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## Club Web Sites

Visit the Club Web Site at "<http://www.srcmbc.org.uk> "; during October, 2009, it got over 300 visits per day from all over the world!

We also have a movie channel on "YouTube"... "<http://www.youtube.com/user/srcmbc> ", this can be accessed from the standard Club Web Site through the "Photo Galleries and Movies" page.

If you don't have internet access at home you can always view our sites at your local library where the staff will be more than happy to show you how to go about it. You don't even need to know the web site address, just ask them to "Google srcmbc". At many libraries you can book a time slot so you are not queueing behind young computer games addicts!