

FEB 2010

News from
Barton MFC
Lancashire Aero Club
Model Aero Engineers

Free to members

Vol 11 Issue 2

Circle Talk

www.controlline.org.uk



Photo: Christine Baars

**DON'T MISS OUT ON
YOUR DAY OF
COLD TURKEY
AT BARTON**

**10.30 am Sunday
28th February**

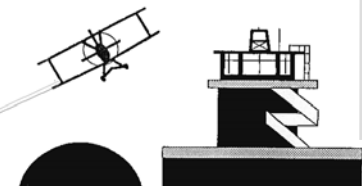
**'Barton B'
'Barton Classic 15'
British Goodyear
Mini Goodyear
Club Speed
1/2 A Combat**

**Entry £5 per event
Hot refreshments**

*I've read Ruskin said
there is no such thing
as bad weather, only
different kinds of
good weather!*

C.L. Wrinkly's sayings

*It's called "hot sun"! Remember it?
Evora 2009, F2C-N winners.
From the left—1. Fisher/Wallick;
2. Smith Bollen; 3. Isidro/Brown*



Club News

MARCH CLUB NIGHT

Following the poor weather and resulting low attendance at the January Club Night, the one on **Friday 12th March** at "The Brown Cow Hotel" (319 Worsley Road, Eccles M30 8BW) will be a re-run of the indoor chuck glider competition.

Rules will be as previously published and timing of flights will commence at 8 pm—members are advised to arrive early if they wish to participate!

Only supplied balsa to be used but you may bring your own favourite cutting board, glues, knives and implements.

2010 BARTON WORLD CUP

This F2 International weekend event at Barton on 18/19th September has now been ratified. More details will be forthcoming but be aware that help from all members will be needed if the competition is to be a success!

SUCCESSFUL LADIES' NIGHT

Over 50 members and wives and companions attended this enjoyable February club evening at the Rhinewood House Hotel at Glazebrook organised by Malcolm & Chris Ross. An excellent meal, comfortable surroundings and good company—what more could be desired? Don't miss next year's!

NEW BARTON MFC TRANSFERS

Club "transfers" to a new design-by-committee are available now from Pat Winstanley at club nights and (when in attendance) at Barton competitions. Alternatively, they may be ordered directly by sending Pat a cheque and SAE.



They come in one colour combination only, yellow and black, and in two sizes, 7x5 cm (shown above) and 5x3.5 cm. Either size will cost a not unreasonable three for £1. Note that these are not waterslide transfers but self-adhesive vinyl stickers, which, properly handled, we understand to be reasonably fuel proof.

Club Speed

BARTON CLUB SPEED RULES 2010

The committee of Barton MFC have reviewed the rules in use for the 'Club Speed' fun event at the Cold Turkey and BASH competitions. John Bradley, whose initiative it was to clarify and modernize the guidelines committed to paper in 2000, has provided the following transcript of the rules that will be rigidly implemented at Barton competitions this year.

Model

1. Any model in keeping with the spirit of the rules.
2. Other than glass cloth/epoxy, the use of modern materials such as 'carbon', Kevlar etc is not allowed.

Engine

1. Any standard plain bearing diesel or glow engine.
2. No pressure feed.
3. Maximum engine capacity 1.5cc/0.09cu.in.
4. Any engine deemed to have been modified will be given a 10 second time penalty.

Propeller

1. Only commercially available wood or plastic propellers may be used.
2. The only modifications allowed are (a) shortening one blade for balancing and (b) reduction of the diameter.
3. The propeller must have a minimum of two blades.

Fuel

1. Fuel is unrestricted within the limits of BMFA safety rules.

Lines

1. Line length is 13.5 m (as in Mini Goodyear) from centre line of model to centre of handle. The lines shall be a minimum of 0.012" (0.3mm) diameter.
2. A handle safety strap shall be used.
3. Model, lines and handle shall be subjected to a pull test of 6 Kg for 10 seconds.

Contest

1. A maximum of three flights per model will be allowed for each contestant.
2. The timed distance will be ten laps.
3. Timing will commence two laps after the model has been launched, at which time the handle must be placed against the centre of the pilot's chest.
4. If available, there shall be two independent timekeepers.
5. Any contestant deemed to be whipping after the initial two laps will have that flight disqualified.
6. The winner shall be the contestant completing a timed flight of ten laps in the shortest time.

Notes

1. The Contest Director's decision is final in all matters.
2. **This is intended to be a fun event!**

Miscellany

JANUARY CLUB MEETING

CLUBROOM CHUCK GLIDER RESULTS

Pos	Name	1st Rd	2nd Rd	3rd Rd	Total
1.	Len Morrall	3.44	3.14	3.48	10.06
2.	Dave Sewell	2.75	3.72	3.53	10.00
3.	Brian Winstanley	3.37	3.68	2.23	9.28
4.	John Prothero	2.83	3.49	2.20	8.52
5.	Roy Clarke	1.66	2.91	2.73	7.30
6.	Derek Heaton	2.37	2.45	2.24	7.06
7.	Ken Morrissey	1.53	2.67	2.59	6.79
8.	John Bradley	1.97	1.88	2.07	5.92
9.	Malcolm Ross	1.24	2.00	2.07	5.31

[Scores provided by Malcolm Ross]

NEWS OF MEMBERS

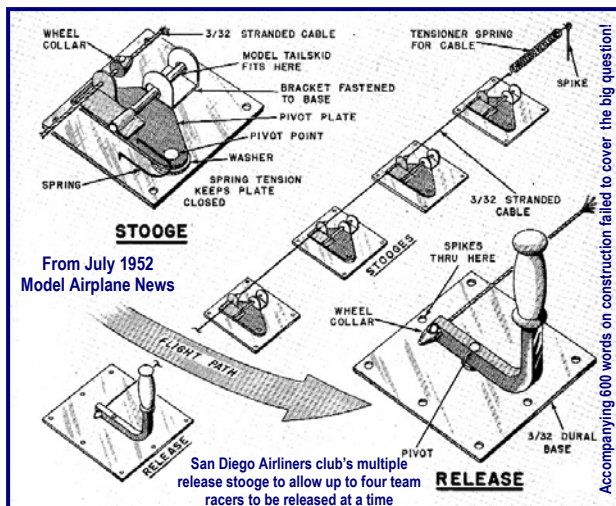
Jim Hatch is our latest casualty (we heard from Ray Lloyd) being hospitalised during this last week of February with an arterial blockage. Brian Winstanley confirms that Jim underwent surgery on 23rd and should be up and about again soon.

It's good news that *Mike Crossman* had successful follow-up surgery on 4th February, although no doubt still in some discomfort for some time yet.

All members will join in sending their good wishes to Jim and Mike for a quick and full recovery.

STOOGES

And, speaking of stoooges (sorry, guys!), here's another one for *Safety Officer* John Bradley to look over, although plainly not intended for solo flying.



Praised in Jim Saftig's 1952 column as one of the best "gimmicks" he'd seen, it was said to be used at the San Diego Airliners club's team races. Quote:

"The usual stooge set-up has one wire from each stooge and adjustment is difficult. Contestants and spectators usually stumble over these wires. This set-up eliminates all of these worries and allows the pit men to step away from the models just before takeoff without having to watch for a maze of wires."

Safety

MEDICAL EMERGENCIES ON SITE

Following discussion at the last AGM regarding first aid facilities on the airfield, the Committee of Barton MFC have issued a directive regarding actions to be taken. A copy of the advice is attached to the mailing of this issue and members are recommended to print a paper copy to keep on hand in their vehicle when on site.

In the event of an accident requiring either:

- More than a simple dressing that you can apply yourself**, members are advised to seek medical attention at Hope Hospital, Salford (location shown in attached notice); or
- Medical assistance on site**, members should dial the emergency services (999) and request an ambulance. (For satnav purposes, the post code of the secure unit adjacent to the model flying site is M30 7RL). Please also notify the duty manager at the Barton Airport Tower (0161 789 1362) explaining that you have an emergency and have called an ambulance.

Site behaviour code

What's essential to do

(and what not to do!)

Do carry your Barton and BMFA membership cards at all times when on site

Do lock the gate after yourself on entry and exit
DO NOT leave the lock set to the combination
OR divulge the gate code to any non-member

Do put up the flag BEFORE you fly
and take it down when you leave!

Do not cross the airstrip OR enter any active areas
without express permission from Barton Tower at any time when the airfield is operational

Police helicopter: Do land or fly low WHENEVER the police helicopter is operating nearby

Do report all emergencies to the Barton Tower
Telephone: 0161 789 1362

Do know about the First Aid kit (in the CONTAINER)

Mower & dumper: DO NOT OPERATE these or any other club machinery without prior instruction AND clearance from a Committee member

Do not leave any litter: TAKE IT HOME with you!

Do check the weather and dress appropriately
(48 hr forecast for M30 at www.metcheck.com)

Annual General Meeting

BARTON AGM 13th November 2009

Thirty or so members arrived at *The Brown Cow* for this meeting in the Function Room. **Lawrie Court** took the chair and, after the usual preliminaries, business commenced with an introductory address by *President Brian Winstanley*. Commenting that it had not been a particularly good year weather-wise, Brian was nevertheless pleased to have observed that members had been enjoying themselves... flying!

Chairman's report **Lawrie Court** reported a busy twelve months in spite of weather that he felt was getting worse every year, affecting many competitions and especially the second day of 2009 BASH. Good days had been the 'Fun Fly' and F2 Weekend, which had been very well attended. While the club was trying to encourage juniors, albeit in an era of "instant gratification", it was important too to reach out to all, including trying to bring back more ex-modellers into the fold.

In other directions, the web site was going very well and the club should know by the following month if next year's planned World Cup event at Barton would be sanctioned. (It was also possible that the next World Champs would be in the UK).

Secretary's report **Malcolm Ross** spoke of the interesting time that he had had, with so much to do. The Ladies' Night in February had been a great success at the new venue and there had been a good feedback from it. The BASH had been successful in spite of the weather, as had the F2 Weekend, but he looked forward to a future where more flyers would take part in both.

There had been much communication with Salford Council but, when it came to the arranged 'Taster Day', the Council had got the date wrong!—in spite of which a substitute beginners day had been hastily arranged the following day. The connection with the Council also raised the possibility of arranged displays.

Approval of accounts Speaking on behalf of *Treasurer Pat Winstanley*, husband Brian guided members through the printed accounts for the year.

"Dealing with the bottom line first" (and putting at rest a longstanding worry), Brian asserted that there were now enough funds in reserve to pay back the issued bonds, should any bond-holders so desire.

However, raffle income was well down and an organiser was urgently needed (and preferably with the dedication to the task that Len Morrall had displayed during previous years). In spite of the weather, the BASH had ended only £300 in the red.

Elsewhere, the club had made a mere £3.50 on the sale of paraffin substitute but Brian viewed this as a facility for members. Three new picnic tables had been acquired (one being kept in store). Lighting was now available for the caravan and shed. 2009 Membership (of whom 10 new had joined during the year) stood at 110 (being 69 Full, 37 Associate/Country and 4 Junior).

Other committee reports Although only recently co-opted as *PRO*, **John Kergon** reported that he had commenced soliciting sponsorship for 2010 and had also been liaising in the production of a new club transfer. *Competition Coordinator Jim Hatch* was still waiting for BMFA's finalisation of their calendar in order to set out the Barton calendar. Donning his other hat as *Web Master*, Jim noted that the Forum received 500-1,000 hits per day ("quite unique"), having some 120 regular members who logged in every day.

John Bradley, *Safety Officer*, said that there was little to report other than one rat racing model and pitman [*Himself! - Ed*]. catching fire The lesson was that members should equip themselves with a means of extinguishing such a fire—and this applied to any type of glow engined CL model. The hobby was always dangerous, whether engines or propellers etc! From the floor, **Fred Hall** added that to his knowledge there had been a number of serious cuts that had required expert first aid and urged that the committee make some provision for this (over and above the first aid box kept on site but on some days seemingly not always instantly accessible). Couldn't we nominate members who had some training for this? The Chairman explained that the committee had discussed this but decided against on the grounds that, if a First Aid Officer were appointed, the club might expose itself to vicarious liability. He reminded members that it was incumbent to notify the Barton Tower of any serious incident.

Ian Taylor, the *Site and Field Manager*, summed up his year concisely as "very wet, very muddy"! He advised members to keep cars on the road when very wet as a number had become bogged down on the grass in 2009. He also reminded members that the last person to leave the site should ensure that the toilets were locked!

In the absence of *Development Officer Ken Morrissey*, the Chairman read out Ken's written report. In summary, it had been decided that the next year would concentrate on maintenance rather than continuing development. However, there would be more working party days through the winter and into the new year, starting on 22nd November—volunteers required!—when it was intended to extend the existing paving at the ends of the line-check area. After that, finding a cure for the recurring problem of ponding on the hard circle would be the next priority.

BARTON AGM (Cont'd)

Election of officers Lawrie Court explained that each year one half of the committee was required to stand down and that as on this occasion his was one of those four posts (*Chairman, Secretary, Treasurer and PRO*) he vacated the Chair, **Brian Winstanley** taking over. However, no nominations had been received for the vacant posts and so for a short while it seemed the resulting proceedings might have been light-heartedly scripted for a sit-com!

Chairman: There being no other volunteers, and **Lawrie Court** pronouncing himself happy to continue, he was declared re-elected after an overwhelming show of hands in approval—and promptly resumed the Chair.

Secretary, Treasurer and PRO: Here again the process was repeated and so **Malcolm Ross, Pat Winstanley** and **John Kergon**, each in turn declaring their willingness to continue for a further year, were respectively re-elected to the posts following the customary unanimous show of hands.

Social Activities Secretary: The Chairman observed that this was likely to be the most difficult position to fill. Although being only one aspect of the job, the much reduced raffle income during the last year reported earlier by Brian (and which Lawrie warned could affect future subscriptions among other matters) was surely testament to the commitment that Len Morrall had shown. No doubt deterred by this vision of the energy required of them, once again there were no takers for the post, even though **Len** spoke up to say that a pattern for four evening meetings had been put in place—needing just speakers to complete. Accordingly, the post remains unfilled for yet another year.

Club fees The Chairman announced the Committee's recommendation that annual club subscriptions be held unchanged for the next 12 months. There was the prospect of a World Cup event coming up and the hope of generating some income through that. Nonetheless, it was possible that there may have to be an increase of, say, for £10 the following year.

Tony Eifflaender, who, he said, "says it every year", preferred "a little now"... say a £5 increase. **Alan Lee**, meanwhile, was concerned that there may be members not present who might not renew if there were any increase at all. After much conflicting discussion, **Tony** proposed (seconded by **Stuart Robinson**) that the annual fee become £45. The resulting voting showed only 8 in favour of a £45 fee and 21 against, whereas there were only 5 against maintaining the existing £40 fee for Full Membership, with one abstention in each case. Accordingly, the Chairman declared that there would be no increase in subscriptions for 2010.

Awards The Chairman announced that the "*Three Sisters*" Award (in memory of 'Phred' Holden and given not just for competition prowess but to members who contribute to club success in other ways) had been presented at the last Barton contest to Mike Crossman, who was shortly to be hospitalised and so not able to be present on the evening. The Secretary was able to add that Mike, who had put much effort in to contest directing throughout the year although in great discomfort, had phoned him subsequently to confess his surprise and pleasure at the "unexpected" award.

Once again the *Junior Trophy* went to *Tom Meager* (now for the third time!). The *Senior Trophy* went to *Chris Eifflaender* and *John Broadhead*. Chris not being present, the award was accepted by Tony Eifflaender on his behalf. It gave Tony the opportunity to thank all who had helped Chris to success, while also delivering a thoughtful admonition to members: "If you can do it for Chris, you can do it for others too".

Next AGM The date of the next AGM was provisionally fixed for 12th November 2010.

Postscript to AGM

Observant readers—and doubtless Messrs Langworth and Broadhead—may have noticed that due to an oversight the *Classic 15 Trophy* was not presented at the AGM. This award should have gone to (and was a repeat triumph for) the existing holders, *Bernie Langworth* and *John Broadhead*.

Editorial Comment—Subscription Increases

We firmly believe—and have made the point at a past AGM—that it is the committee (who after all should have all of the relevant information at their disposal) who alone should determine the level of annual subscriptions, any increases to be then formally ratified (if the rules so require) at an AGM or EGM. Many emotional responses from the floor at an AGM—and we find they mostly do tend to be emotional responses—frequently do not have the benefit of the broader picture.

That said, those (such as Tony Eifflaender) who staunchly believe that little by little increases are the way to go, do have a great deal of common sense in what they say, especially when it is mooted that there may have to be a noticeable increase at a not too distant future date. Let us hope that the increased level when it inevitably comes can be tapered in some way. We know of one NW area club who deferred any increases at all for year after year until changing circumstances obliged a savage rise in members' annual fees. The aggro caused by this at their AGM, and simmering thereafter, does not have to be described to be believed!

*Just as in 2008, the BMFC committee have wisely taken into account "the pressures on peoples' pockets". Another route suggests itself... if concessions to the effect of the economic downturn on our pockets do have to be considered, then perhaps targeted reductions in annual subs might be made for those who do find themselves temporarily unemployed or, like OAPs, on permanently reduced incomes? **PB***



Jim Abbott's Electric S.E.5a

(All photos by Jim)

Jim covered his fine S.E.5a with 'Solartex' to simulate linen fabric. Paint finish is 'Flair' spray-can PC10 (WW1 "Olive Drab") on upper surfaces and 'Flair' clear varnish spray on the undersides. All plain wooden parts (mainly struts and undercarriage) are brushed clear gloss household acrylic varnish. Jim says he uses a lot of the latter because it is versatile and makes a strong undercoating for finishing wood surfaces—and the brushes can be washed in water! The radiator and any bare metal parts are painted with 'Hammerite' wrinkle finish.

Upside down view minus lower wing [Left above] shows floating bellcrank at rear and battery pack sited well forward.

7½oz Powerhouse! 700 watt Tornado BM600-1000 [Left] will turn a 12x6 prop. The speed controller normally resides clear of motor on a bracket (not shown here) allowing cooling air to circulate freely.

Scale

AN ELECTRIC S.E.5a

... by *Jim Abbott*

The S.E.5a was developed from the S.E.5 during 1917, the main difference being a shorter wing span and an extra 50 horse power. It soon became a favourite with the pilots as it was very light on the controls, stable and fast for its day. When introduced, it outclassed contemporary German aircraft and continued in service until after the end of the war, although some were sold off as surplus (even the Americans bought some!).

When I decided to try to build a scale model for a change, I chose one with a fixed undercarriage to start with. It might not have a folding undercarriage to worry about, but I hadn't allowed for the two wings I had to build! The kit I chose was the Flair radio kit which I easily modified for CL. I put in a self-designed floating bell crank so that when there was no tension on the lines the spring would pull the rudder over to the right and steer the plane away to regain tension. This does work but next time I will link it to the ailerons as well in order to drop the outer wing.

At first I planned to put in a 52 four-stroke i.c. engine but I didn't like the silencer poking out of the cowling. I could have bought an in cowl silencer but then it occurred to me that with an i.c. engine I would have to fuel proof everything and, looking at all the nooks and crannies, I knew that that alone would be a mammoth task. So that is how it ended up with an electric motor!

The model is not exactly scale although very near, but after building it I found a few things that I would do differently if I were to make another. For instance, there are inspection panels on the wings that would have looked better built-in rather than painted on. The ribs also are not spaced to scale and, although I added some riblets between the main ribs, there are still not enough ribs. These are points that I can observe before I attempt my next scale model.

I covered the plane in Solartex which is tough and simulates a linen finish. I sprayed the lower surfaces with clear varnish and the upper surfaces with PC10 which until then I thought was the same colour as Olive Drab, but when I went from one can to the other I got a rather nice two tone green fuselage! Of the two, PC10 is by far the better colour. I bought the Flair decal sheets which are supposed to be self adhesive but they are not very good. They stick reasonably well to the clear varnish, which is gloss finish, but hardly at all to the matt finish PC10 and are a big disappointment to me. I have found a sign maker in Oswaldtwistle who assures me that he can make decals that will stick!

It was a steep learning curve to go from i.c. engines that I know reasonably well to electric which was quite new to me. The motor that I chose is a Tornado BM600-1000 which draws a maximum current of 50amps, has a

power rating of 700watts and will turn a 12x6 prop. It is allegedly capable of pulling a 3 Kg aircraft, which is very surprising for such a small and compact motor that weighs only 210 gm. The speed controller is a Tornado 60amp, weighing 97 gm, plus there is a small receiver and a four cell Ni-Cad battery weighing a further 94 gm to power it and the speed controller. The main battery weighs in at 190 gm and is a Li-Po EON three cell 11.1v 2200mah with a 66amp continuous and 132amp short burst capacity.

It does not take a lot of working out to see that the whole lot weighs more than the 455 gm 52 FS i.c. engine that I had intended using. I got the centre of gravity to very near to where it was marked on the plans but in practice this was too far back and resulted in the model being tail heavy and difficult to control in flight.

To add to this, the motor has a very high torque at low to medium speeds, which results in the aircraft constantly trying to fly into the circle at low throttle settings. I think the mistake I made was to try to take off with only a small amount of throttle which lifted the right wing making the left wing scrape along the ground. Also, the wheels on the S.E.5a are very close together, which made tipping over even easier.

A solution suggested to me that seemed quite feasible at the time would be to reverse the rotation of the motor and use a pusher prop; this should make the plane turn away from the centre instead of toward it. The problem with this is that, when you use an electric motor in a pusher situation at the rear of the plane, you can simply reverse the rotation to utilise a standard prop—consequently there are very few if any pusher electric props made. More wing tip weight seems to be the only solution.

The first flight was not very successful because of the heavy tail and the S.E. made a heavy landing. I have since repaired the small amount of damage and made some alterations to the nose by making another access panel to the underside of the cowl. This has allowed me to position both the batteries very near to the front.

Since that first flight I have added the Ni-Cad battery to operate the receiver and speed controller rather than use the little gizmo that allowed me to take power from the Li-Po; that way I shouldn't have to add lead to the nose to bring the balance forward. (I was only able to move the motor 5mm further forward). Also, using instructions that I persuaded Jim Hatch to write down, I have converted it from a normal radio controlled throttle to down-the-lines throttle control using a few parts that Jim kindly supplied and all activated from a new handle that I have made.

The S.E. is almost ready [Oct '09—Ed] to take to the air again but that will only be when there is no wind to blow it around! JA

BARTON CIRCLES

2010 CALENDAR OF EVENTS

11 April

Barton Racing 'Barton B' & 'Classic 15'
John Broadhead 0152 425 1592

18 April

BMFA Centralised F2C & F2C-N
+ F2B Judge & Pilot Training
Chris Barker 0142 054 3905; Barry Robinson 0132 531 5215

25 April

Barton Racing Goodyear & Rat Day
Tony Eifflaender 0162 561 6054

15-16 May (Weekend)

Barton BASH Events to be advised
Malcolm Ross 0192 576 6610

23 May

Barton Vintage Racing VTR Classes
Dave Finch 0174 671 6459

30 May

BMFA Centralised F2C (Reserve date)
Chris Barker 0142 054 3905

19 June (N.B. Saturday!)

BMFA Training Day F2A Team

20 June

BMFA Centralised F2A & F2B/Class 2
Jo Halman 0158 242 4398; Barry Robinson 0132 531 5215

27 June

BMFA Centralised F2C & F2C-N
Chris Barker 0142 054 3905

4 July

Barton Fun Fly Just meet and fly!
Malcolm Ross 0192 576 6610

18 July

Barton Racing Goodyear & Rat Day
Tony Eifflaender 0162 561 6054

8 August

BMFA Centralised F2C/F2C-N & F2B/Class 2
Chris Barker 0142 054 3905; Barry Robinson 0132 531 5215

15 August

Barton Racing Goodyear & Rat Day
Tony Eifflaender 0162 561 6054

18/19 September (Weekend)

FAI World Cup F2A/F2B/F2C/F2D
Malcolm Ross 0192 576 6610

26 September

Barton Vintage Racing VTR Classes
Dave Finch 0174 671 6459

3 October

BFMA Centralised F2C & F2C-N (Reserve date)
Chris Barker 0142 054 3905

24 October

Barton Vintage Racing VTR Classes
Dave Finch 0174 671 6459

31 October

Barton Racing BGY 1000 Laps
Tony Eifflaender 0162 561 6054

7 November

Barton Racing 'Barton B' & 'Classic 15'
John Broadhead 0152 425 1592

2010 SUBSCRIPTIONS OVERDUE!

Members who have not yet paid up should note that their annual membership subscriptions are now well overdue. **Please renew now without further delay!**

Club rates for the 2010 season remain unchanged at:

Full Member	£40.00
Country Member	£20.00
Junior Member	£5.00

N.B. Current BMFA insurance (or club-approved equivalent, e.g. SAA) is also required in order to fly at Barton!

BARTON MFC Who's Who?

Chairman

Lawrence Court Tel: 01204 573694

Hon. President:

Brian Winstanley Tel: 0125 452 196

Secretary:

Malcolm Ross Tel: 0192 576 6610
8 Birchall Avenue, Culcheth,
Warrington WA3 4DB
E-mail: mcross88@talktalk.net

Treasurer & BMFA Subs:

Patricia Winstanley Tel: 0125 452 196
33 Colenso Road
Blackburn BB1 8DR
E-mail: ivory2@tiscali.co.uk

Public Relations:

John Kergon Tel: 0125 742 3577

Events Calendar/Web Site Administrator:

Jim Hatch Tel: 0125 470 8415

Flying Site Manager:

Ian Taylor Tel: 0161 865 4602

Hard Circle Development:

Ken Morrissey Tel: 0161 437 9794

Club Photographer:

Fred Hall Tel: 0161 748 4391

Contacting CIRCLE TALK?

Editorial content and on-line distribution:

Peter Branigan
1, St. Georges Road, Formby,
Liverpool L37 3HH Tel: 01704 834224
E-mail: peter.branigan@btinternet.com

Paper printing and postal distribution:

Brian & Pat Winstanley Tel: 0125 452196
E-mail: ivory2@tiscali.co.uk

Publisher's Disclaimer: The views expressed in *Circle Talk* are those of the Editor or named contributors only. Unsigned articles written by the Editor that employ the literary convention of the editorial 'we' express his personal perspective and not necessarily that of the Officers and Committee of Barton MFC.