



# Spokesman

St George Motor Cycle Club Newsletter

October 2009

## Final ever MotorCycle Sprint Race at Oran Park HONDA RJAYS Road Race Rd 4, 24-25th October

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General Meetings Held at:  
Caringbah Motor Cycles  
Captain Cook Drive  
Caringbah.  
2nd & 4th Wednesday each  
Month at 8.00 p.m.

### Below

Amy O'Mara showed the boys how to do it at Eastern Creek.  
Photo Courtesy Trent Payer

The absolute final Sprint Motorcycle Race at Oran Park is just about here.

St George was one of the first clubs to utilize Oran Park and it will be last as the only other Motorcycle race will be the 6 Hour Endurance race in November. We tried to get another race in January but it didn't happen so "This is it". Even if your not a fan of Oran Park, this will be your last chance to race at Oran Park so if you haven't entered do it now. I did most of my racing at Oran Park and I'm sure I lot of others did to, so it will be a nostalgic meeting with plenty of great memories of racing or watching racing.

Who could forget the time Agostini came out to race on his unbeatable MV Augusta's, the most amazing thing was Brian Hindle beat him on his 350 Yamaha, probably only the third time Ago was beaten on the MV's.

Then the fist world Superbike Championship race where Mick Doohan just blew everybody away.

The Swan series was another great series held there.

If your not racing come out to watch as this will bring all the memories flooding back.

Nostalgic Ed



## Confessions of a Flag Marshall

### HONDA RJAYS Road Race Series Rd 2 Eastern Creek

The crisp cold morning winter air snapped at all my senses as I left suburbia for the open road, and the extra rush of cool air at speed just slaps your brain awake unlike all the tin top drivers sitting snug and warm in their sleepy little cages. Unfortunately the open road didn't last long enough before I was back in outer suburbia as I headed for Eastern Creek and the second round of the HONDA RJAYS Road Race Series. Once I arrived by all the back roads, I changed clothes, signed on, and went to find the Marshall's meeting to see where I would end up for the day. The chief Marshall actually asked which turn I would like work on and I wasn't worried about any particular turn so he allocated me turn 12 with another like minded motorcyclist. We grabbed our Radio, jacket and Esky's and jumped in the back of the ute to head for turn 12, our marshalling point for the day.

Once there we checked in with race control and waited for practise to start, and it wasn't long before the action started as well.

Two laps into the first practise the rain started lightly and the crashes started getting heavier.

The session was reg flagged very quickly before any more riders had a

too close up inspection of the track and it stopped raining shortly after. The next session started with the riders a bit more prepared with treaded tyres and a bit more caution and it didn't take long for the track to dry out and the times start dropping. I was never keen to spectate at turn 12 before, yet now, close up to the action, watching bikes sliding, bucking and weaving hard on the gas heading out of turn 12 and down the straight before picking up the front wheel over the crest and some only putting down the front wheel when they changed gear, it had a whole new perspective.

This was great, so close to the action and plenty of action happening. The rest of practise went well and we soon got started on the racing with 600's first up.

Glen Cullen was on Pole on a Central Coast M/Cycles Yamaha 600, with Mitchell Pirota on a Yamaha 600 in 2<sup>nd</sup> and Scott Charlton on a Yamaha 600 in 3<sup>rd</sup>.

With a dry track things changed through the race and it was exciting to watch Shannon Johnson ride right through the pack and come out with a win on his Procon Racing Honda 600, Scott Charlton ended 2<sup>nd</sup> only 3 seconds behind but over 1 sec

slower in his fastest lap time compared to Shannon who did a 1.34.169 lap. Chris Quinn on the Channon G/Store & Bottle Shop Yamaha 600 was 3<sup>rd</sup> (I want a sponsor like that and I don't even race).

Leg 2 & 3 went much the same way except Chris Quinn pushed into 2<sup>nd</sup> in leg 3 and with a 1.34.5590 lap time actually got a faster lap on leg 3 than Shannon (he must have been thinking about his sponsors reward).

A lot of riders didn't start leg 4 and 2 didn't finish but Mitchell Pirota got to grab the glory in front of Christopher Back, Central Coast performance Yamaha 600, and Jesse Austin, Yamaha 600. The Unlimited & V-Twins were next up and don't they boogie out of turn 12 onto the straight.

Richard Zaja on a Canberra M/cycle Centre Honda 1000 was on pole from Greg Epis, Suzuki 1000 and Grant Hay, Race Tech Shock Treatment Yamaha 1000.

Beau Beaton, North Coast V-Twins Ducati 1198, Australia fastest D Grader was in front of Australia's most successful local V-Twins racer, Craig McMartin on a Ducati 1098 so that should prove interesting viewing for us privileged few.

Grant Hay recorded the first leg win but not the fastest lap which went to Chris Trownson on a Procon Racing Honda 1000 at 1.34.922 in 2<sup>nd</sup>. Third went to Jordan Burgess, Motologic Racing Honda 1000. The V-Twin battle raged on until Beau Beaton DNF'd on lap 4 for unspecified reasons. Leg 2 went the (Cont P4)



**Above:** Kris McLaren and Anthony Quinn "get into it" on their 600's

## NSW Senior Dirt Track Titles Nepean

The state Titles went off like a Fire Cracker, everybody has been raving about how well it went and how fast the top riders were.

113 Riders entered on 160 Motorcycles with 800 paying spectators and each competitor got 2 tickets to give away so there was over 1000 spectators.

That's amazing.

There were 170 people attend the Saturday Night Dinner and there was a

display of old timer bikes on Sunday.

The racing was top class with the best riders absolutely flying.

A minimal number of crashes kept the 84 events flowing on as riders came from as far away as Townsville and Melbourne.

Paul Caslick cleaned up and got the fastest lap time of 32.978 sec.

Ian Hamilton got around in 33.7850

and a number of riders dipped into the 34's.

For all the results go to [www.natsoft.com.au](http://www.natsoft.com.au) 30/08/2009

Nepean Raceway Dirt Track  
Well done to all the workers, Nepean Raceway and the riders it's good to see Dirt Track go so well.

Dirty Ed

### Club Members Results:

Lee Hunter, Justin Burdus, Steve Crocker, & Mark Salter placed

5<sup>th</sup>, 9<sup>th</sup>, 11<sup>th</sup> & 13<sup>th</sup> in 125cc 2 Stroke Championships

Peter Knight, Justin Burdus, Shane Russell, Steve Croker, Alex Mahony, &

Mark Salter placed 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 9<sup>th</sup> and 13<sup>th</sup> in 250cc 2 Stroke Championship. Joey Ringwood & Matt

Black placed 4<sup>th</sup> & 12<sup>th</sup> in 250cc 4 Stroke Championship

Steve Coates, Todd Chamberlin, Lee Hunter, Joey Ringwood, Stephen Pilling,

Earl Hunter placed 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup> in 500cc 2st/450cc 4 stroke Championship

Steve Coates and Peter Batkin placed 8<sup>th</sup> and 10<sup>th</sup> in Unlimited Championship

Andrew Pitt placed 9<sup>th</sup> in 500cc Sliders Support

Teena Scott placed 4<sup>th</sup> in Women's Unlimited.

Oscar Garard, Shaun Heatley, Stephanie Coates placed 4<sup>th</sup>, 5<sup>th</sup>, & 6<sup>th</sup> in Juniors 65cc.

Matthew Thorne, Jay Garard, Casey Heatley placed 5<sup>th</sup>, 6<sup>th</sup> & 7<sup>th</sup> in Juniors 85cc

Ricky Garard, Lauren Coates, Casey Heatley placed 4<sup>th</sup>, 5<sup>th</sup> & 9<sup>th</sup> in Juniors 125cc.

Other club members who participated were - Oliver Smith, Brett Chipperfield, Morgan Tierney, Darren Webb, Wesley Franks,

## News Snippets

**The Picnic and Presentation on 29th Nov will be at the same venue as last year Plough and Harrow Park Cecil Park (Abbotsbury). Enter from Roundabout then turn left and follow it around. We will up the hill on your right as you enter.**

**Arthur Lincoln a long scrutineer for St George passed away recently. Our condolences to his Family and thank you for all the help he provided.**

**The Road Race Dates for next year are confirmed as Wakefield Park 17th April & 1st August and Eastern Creek 14 & 15th November.**

**Vera Rendell the mother of Life member Phil passed away recently. Her funeral is on 15 or 16th October.**

## Confessions of a Flag Marshall (Cont)

same way with Chris now dropping into a 1.34.550 for 2<sup>nd</sup> place and the V-Twins battle definitely going to Craig McMartin.

Grant Hay pulled away slowly in leg 3 and beat Greg Epis on a Suzuki 1000 with Craig McMartin doing the chasing in 3<sup>rd</sup>.

Leg 4 and the weather started looking dodgy, but it held off raining while the smaller field blasted off to see another win by Grant Hay, with Richard Zaja 2<sup>nd</sup> and James Spence (Circuit Breakerthe6hour.com.au Yamaha 1000) in 3<sup>rd</sup>.

The Clubsport & Retro class had only had one 1000cc & 900cc a few 750's in the retro and mostly 600's and one lone Yamaha TZ 250.

Brett Clark (RB Racing Honda 900) qualified fastest almost 2 seconds faster than Paul Grant-Mitchell on a Kawasaki 1000, while Craig Macintyre on a Suzuki 600 was fastest in the 600's.

Paul Grant-Mitchell won all races on the day but not by much, with Brett Clark never far behind usually within 1 sec. Richard Easton on a Bike-wreck Yamaha 750 getting three 3rds and a fourth.

Craig MacIntyre led home all the races in the 600's while James Corcoran Stuart Kitson, Thien Trieu and Ronnie Granger all got at least one podium.

During one race I noticed a photographer standing on the outside of turn 12 right on line for a crashing bike to clean him up, so I waved frantically at him to get off to the side of the track, he made his way behind the barriers and when the race was over we were given instructions to find out who he was, and if he signed on, and read him the riot act about where to stand. The racing was held up while I ran over to him, and I could see he had a blue photographers vest on and he said he had signed on, so I said, if he wanted to get shots to come inside the track and do some shots from behind the safety barriers. So I started to run back to my position and then looked back and saw him strolling across the track like it was pensioner day at the shops, I yelled back something like "get your arse into gear because your holding up

the racing" and he promptly hurried up.

Next race we had a crash at turn 11 and the rider got up and made his way to a safe point while the race finished. When the pick up vehicle came around the young racer said he run off the track into the gravel and tried to turn back to the track and it just folded the bars and fell down. Now there's a lesson he won't forget to quick.

The 400's, 125's & Womens Class was next up and didn't Amy O'Mara (Yamaha 600) show the boys up in Qualifying, she qualified on pole with Aaron Corish (Aprillia 125) and Peter Galvin (Honda 125) behind her. The first 400 was Harley Borkowski on a RB Racing Honda 400.

The racing was close and interesting, with a mix of bikes and riders in the equation.

Amy is an experienced racer while young Aaron Corish has a lot of experience for his age, but still very young but when you talk about experience, it's pretty hard to go past Peter Galvin, he's done it all and still doing it. The 400's didn't quite have it today against the GP 125's and Amy's 600 but they still had plenty of action in their own class.

As far as outright position went Amy & Aaron fought it out all day with Amy taking two wins and Aaron taking two wins, with Amy 2<sup>nd</sup> both times Aaron lost out on bragging rights courtesy of a 3<sup>rd</sup> in leg 1. Pe-

ter, relegated to podiums instead of wins and Joel Taylor getting the other podiums.

The 400's were the most consistent runners all day with Stephen Byne (Kawasaki 400) taking all four wins and Kym Jessop (Honda 400) four 2nds and Michael Halliday (Kawasaki 400) four 3rds.

Now that is unusual for any class. A dump of rain came in one of the later races made it very tricky out there for the poor punters.

The BEARS had plenty of grunt and growl and were great to watch clawing the air with their front wheel and scratching the track with wheel spin. Beau Beaton (North Coast V-Twins Ducati 1198) qualified fastest with Neil Crockford and Stephen Hopper all using the same mount while Andrew Kings was not far behind on the Triumph 675.

Beau Beaton was on a roll in the first 3 races with 3 wins and a quickest time of 1.36.84 not bad for a D Grader, Neil Crockford did the best out of the rest while John Lyons got 3<sup>rd</sup>, 2<sup>nd</sup> and a final leg win when most didn't front the starter after the rain.

After a eventful day we packed up, took our gear back, and look forward to the next round at Oran Park being the final Motorcycle sprint race at the Old Girl, it will be nostalgic.

Trumpy.



Justin Chisholm scuffs his Ducati at turn 2  
Photo Courtesy of Rickb Krapictu

## ***Fast & Furious Four Hour Wakefield Park***

After three and a half hours of racing there was only two seconds gap between Richard Zaja and Michael McMillan on their Team Blade Runner Honda 1000's in second place and Glen & Jason Cullen and Jesse Austin on the Team TCR 600 Yamaha's in first and Zaja had been reeling in Cullen at 1.5 to 2 seconds a lap.

It would come down to whether each team needed another pit stop or could go the distance to the end and whether Zaja/McMillan could keep up the Flat 1.00 minute lap times to keep ahead of the lighter and smaller Yamaha's doing 1.02's. The story had a few more twists and turns before the chequered flag came out and it kept everybody in suspense until a few laps from the end.

Each one of the 2 days started with a damp track thanks to overnight rain and everybody was a bit hesitant to head out until it dried out a bit, but Saturday had everybody sorting out how many laps they could do on a tank and who to start and finish the race and how to maintain a fast lap over the course of the 4 hours plus all the other little things like pit boards etc etc.

Practise and Qualifying order on Sunday was shuffled about and while the juniors had 3 teams out doing as many laps as possible Practise 1 for seniors only had 5 starters but then as the track dried more riders came out and started to get down to competitive times. After Qualifying was over Zaja/McMillan had 1.1 sec advantage over the Cullens/Austin combination but would they have to pit more often with the thirstier 1000's. Greg Epis/ Michael Blunden put there Suzuki 1000's into 3<sup>rd</sup> position only 0.3 seconds down closely followed closely by Brett Clarke/James Spence on there 6 Hour Wet4U RB racing Honda and Yamaha 1000's.

The juniors lined up for their Le Mans start 1 hour race with Mitch & Zac Levy on Moriwaki 80's in pole and Michael Lockhart/ Stephen Craig on Moriwaki 80/Honda 150 in 2<sup>nd</sup> and Jay Mayoh/Corey Snowsill ready to rev the tits off the Honda 150's they were riding in 3<sup>rd</sup>. As predicted the Levy's took off and led up until the first pit stop, but when they changed riders they forgot to put on their transponder to the 2<sup>nd</sup>

machine and missed scoring 4 laps. When they realised their mistake they came in and fixed the transponder but had a lot of distance to make up. The kids rode their butts off and picked up 3 laps and ended only 10 seconds behind Lockhart/Craig on the same lap. When Lockhart crossed the line to win he thought he had won the world championship with his hands in the air and pumping his fists he obviously was very excited.

The Le Mans start for the 4 hour was hectic with midfielders getting the jump on the front runners and then making them chase. The Leaders were never far apart for the whole race and there were plenty of battles in each class going on. Some of the fancied runners didn't finish the race with Brett Clarke/James Spence in the top 5 early on but failing to finish after Brett had an uncharacteristic crash and their 3<sup>rd</sup> rider didn't front for the day, while Greg Epis/Michael Blunden were also non finishers.

Team Evo sports with Scott Barrett/Damien Sutton were doing well until Damien ran out of petrol at turn 8, and with no way to get it back to the pits without a long push around the outside of the circuit he left it parked at turn 8 until it was picked up with another bike by the recovery team. As the race went on people started making mistakes and with a few crashes, some were able to ride back to the pits while others had to wait for the recovery team to take their bent, buckled pride and joy back to the pits. Harley Borkowski from Team Pol Noodle got taken out at turn 10 and that put paid to their chances of winning their class, Harley was not happy.

The lead had been seen sawing all race with the Zaja/McMillan and G & J Cullen/Austin bikes never too far apart and when it came down to crunch time 3 and a half hours into the race Richard Zaja passed Jason Cullen and with Jason chasing hard only seconds behind he had a big stack up at turn 5 which left him dazed for a moment and his bike in the middle of the track and bits of fairing, bike and helmet all over the track. The safety car was called out

again and even though Jason got back on his bike and rode it back to the pits, he left his front brake lever for me to pick up in recovery as well lots of fairing and a visor with tyre marks down the front of it. He had obviously kissed the front wheel in the over the bars get off and now with only a few minutes left to run it was a case of the recovery vehicle trying to beat the pace car and bikes back to the pit entrance so they could at least get 2 more laps under green before the finish of the race.

Zaja/McMillan won the race with 208 laps, while the Cullens/Austin still placed 2<sup>nd</sup> with 206 laps. Third place was Andrew Irwin/Neil Crockford/Damien Murphy in Team Go Nad riding 2 Suzuki 1000's and 1 Honda 1000 as they kept plugging away doing good lap times and were rewarded with 3<sup>rd</sup> by consistency. Winners in each class were

Class 1 Richard Zaja/Michael McMillan Team Blade Runner

Class 2 Glenn Cullen/Jason Cullen Jesse Austin Team TCR

Class 3 Tim Podt/Scott Emanuelsson/ Michael Halliday Team Victoria

Class 4 Andre Irwin/Neil Crockford/Damien Murphy Team Go Nad

Class 5 Rodney Whitney/Stuart Kitson Team Marvel

Class 6 M Travers/V Mariscalco Team Hard 'n' Fast

Class 7 J Houghton/B.Kontoninas/W Lewis Team Ferrett

Class 8 Sam Ayliffe/James Corcoran Team FYI Racing.

It was a great weekend of racing and congratulations to the winners and commiserations to the crashers and non-finishers, but there's always next year. See you in the pits.

Endurance Ed

## The Long Winding Roads to Robertson

The tourers finally made an effort and got a group ride together for a Back road Bash to Robertson via Picton. It has been quite a while since we have had a group ride and with Phillip Island coming up I thought it would be good to do some practise scratching. The Southern Highlands always provides plenty of winding roads and navigation challenges for us soft arses and with the bumpy route chosen we needed all the suspension travel and arse fat we could muster. We left Heathcote at 8.15 am to miss the cage dwellers heading to Sunday Sermons or visiting grandma in the woods and headed south to Appin Rd and hung a right out to Appin. From there up and down Broughton Pass always shakes the cobwebs out and then we turned towards Douglas Park and up and down the causeway where there was a rider who found the limits of his brakes on the step downhill switchback. After Douglas Park we headed up Menangle Rd for a while and then left towards the Old Hume and Razorback Mountain. Usually there is always a cop up Razorback so caution is needed through the twisties, but this time the road had roadwork's and no cops until we got to the top and then saw our protector of the law escorting a push bike ride. As we arrived in Picton there were heaps more Highway Patrolters es-

corting more push bikes, so we stopped for a cuppa and one rider had to do some maintenance because he was stuck in 5th gear. He found out the linkages had fallen off, so once he fixed that we headed out of town to find half the state Highway Patrol bikes and cars bringing up the rear of the Pelaton of push bikes. Luckily we headed off into the back roads then and tried to find the correct route. I made one wrong turn which we quickly back tracked, and missed a tricky turn at Alpine on to South Rd and the edges of the Catchment area. From there it was easy with virtually no traffic, plenty of winding roads and a chance to see if your suspension was set up properly. One more

turn up a back way into Robertson and it was into the pub for a medicinal ale.

Some of the gourmets couldn't resist a pie at the Pie shop before heading down Macquarie Pass and home via more back roads and then the old Princes Highway.

We missed a storm on the way home and a storm as soon as we got home so that worked well. Phillip Island next, so that's a little longer ride so pad up those arses and we will see you next time. Trumpy



Tourers like big comfortable bikes, beer, food, and a fang every now and then. Not particularly in that order.

## Go Kart GP 2009

The annual Go Kart challenge took place at IndyKarts complex at 9 Fitzpatrick St Revesby on 30th Sep. As usual the Red Mist descended on most competitors but without any major crashes or injuries.

I had one worrying moment when there was a stoppage in front and yellow lights flashing and yet I couldn't get my foot on the brake to stop because my shoelace had caught on the accelerator pedal and I had to plough it into the tyre wall. Besides that it was a great night with a ring in taking the best time. We will reveal all next magazine.

Big Foot Ed



# Oran Park Reunion

The Oran Park Motor Racing Circuit will finally close at the end of January, 2010, to all Motor Sport Activity.

Over its' 47 years of existence, the Circuit has supported just about every form of Motor Sport for Cars, Motor Cycles, Go Karts and Specialty Training. During this time, many long lasting friendships have been established within the ranks of Competitors, Officials and Support Groups such as media and of course, Spectators. These friendships should be continued and celebrated after the circuit is gone and here is the way we plan to do it:-

**It is a very simple formula:-**

**Every year on the 1st Friday in February, we want you all to meet at the Crossroads Hotel on the Hume Highway at Casula. This is all you have to remember. The first date for the initial get together is Friday 5<sup>th</sup> February 2010.**

The venue, the Crossroads Hotel is a modern spacious hotel with generous parking and areas both outdoor and indoor for enjoying one another's company, and of course spinning yarns etc!

The Hotel has excellent snack bar and dining facilities.

Again, the details are simple, just come along anytime that suits you on the day, commencing around 5.00pm, stay as long as you like, leave when you are ready and enjoy a drink and a yarn and a meal if required.

What do you have to do?...Nothing except spread the word amongst your own group and anyone else you may network with to ensure that we have a maximum roll up.

I will continue to send reminders and updates right through to the day of the event.

Yours in Motor Sport Nev Beyer.

For any further information, please do not hesitate to contact me on either of the following numbers:-

Home (02) 9520 0047

Mobile 0438160140

<b>ST. GEORGE MCC - 2009 CALENDAR OF EVENTS</b>
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28th January	Club Meeting	
11th February	Club Meeting	
Sat. 14th Feb	Practice Day	Nepean
Sun 15th Feb	Working Bee	Nepean
25th February	Annual General Meeting	
1st March	WORLD SUPERBIKES	Phillip Island
11th March	Club Meeting	
Sat. 14th Mar	Practice Day	Nepean
22nd March	<b>Dirt Track - Rd.1</b>	<b>Nepean</b>
25th March	Club Meeting	
8th April	Club Meeting	
22nd April	Club Meeting	
26th April	<b>Dirt Track - Rd 2 ( Penrith)</b>	<b>Nepean</b>
29th April	5th Wednesday	
Sat. 9th May	Practice Day	Nepean
Sat. 9th May	<b>HONDA RJAYS SERIES RD. 1</b>	<b>Oran Park GP Circuit</b>
13th May	Club Meeting	
24th May	<b>Dirt Track - Rd.3</b>	<b>Nepean</b>
27th May	Club Meeting	
10th June	Club Meeting	
Sat. 13th June	Practice Day	Nepean
24th June	Club Meeting	
27-28th June	<b>HONDA RJAYS SERIES RD. 2</b>	<b>Eastern Creek</b>
5th July	<b>Dirt Track - Rd. 4 (Penrith)</b>	<b>Nepean</b>
8th July	Club Meeting	
Sat. 11th July	Practice Day	Nepean
22nd July	Club Meeting	
29th July	5th Wednesday	
Sat. 8th August	Practice Day	Nepean
9th August	<b>Dirt Track - Rd. 5</b>	<b>Nepean</b>
12th August	Club Meeting	
22-23rd August	<b>RB 4 HR Endurance Race &amp; Jnr 1 Hr.</b>	<b>Wakefield Park</b>
26th August	Club Meeting	
29/30th August	<b>NSW Dirt Track Championships</b>	<b>Nepean</b>
9th Sept	Club Meeting	
Sat. 12th Sept	Practice Day	Nepean
23rd Sept	Club Meeting	
30th Sept	5th Wednesday	
4th October	<b>Dirt Track - Rd.6 (Penrith)</b>	<b>Nepean</b>
Sat. 10th October	Practice Day	Nepean
14th October	Club Meeting	
18th October	WORLD MotoGP	Phillip Island
24-25th October	<b>HONDA RJAYS SERIES RD. 4</b>	<b>Oran Park</b>
28th October	Club Meeting	
8th Nov.	<b>Dirt Track</b>	<b>Nepean</b>
11th Nov	Club Meeting	
Sat. 14th Nov	Practice Day	Nepean
25th Nov	Club Meeting	
Sun 29th Nov	Presentation & Picnic Day	Plough & Harrow Park Cecil Park (Abbotsbury)
9th Dec.	Club Meeting	