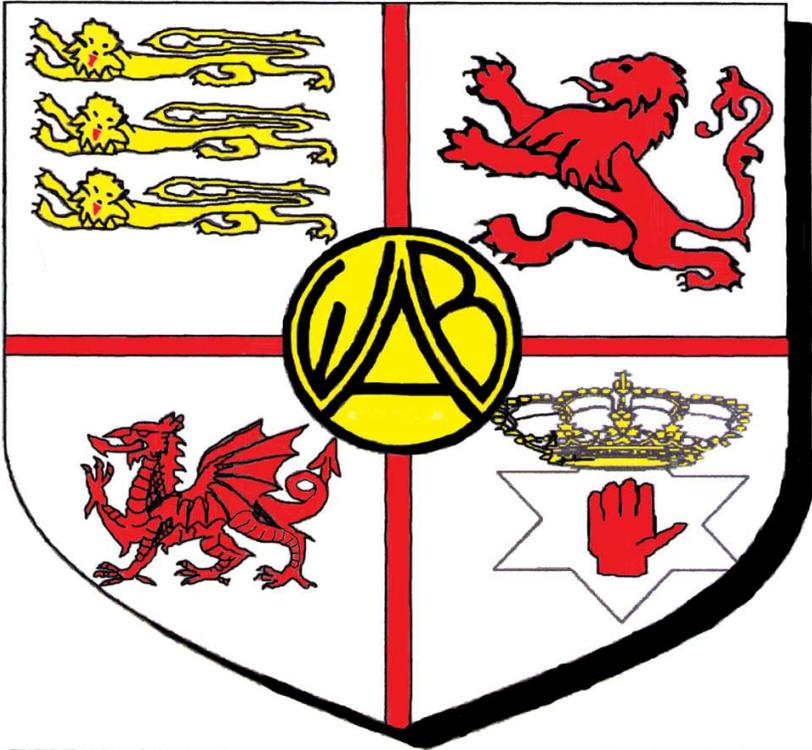


ISSUE 126



To Assist Others

**THE OFFICIAL JOURNAL
OF THE
WORKED ALL BRITAIN
AWARDS GROUP**

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Important News

Owing to other pressures Judith G4IAQ has resigned her position on the committee. The Awards Management is now being looked after by Dave G4IAR (see address opposite)

and
Following a change in personal pressures Tony GOREP has also stepped down from the Committee, For the interim period please direct all correspondence to Geoff G7GJU, (see address opposite.)

Over the past few months there has been quite a bit of destructive inane bleating coming from different quarters and members that I have spoken to are rather sick of it, so what I am asking is.

If you have a constructive Idea or thoughts please direct them by letter to me. ALL ideas will be discussed at committee in due course and ALL letters will be answered.

Please remember constructive ideas "not sack the committee".

A lot of people have complained about not being able to use WABIT in XP. Some people can and some People Cannot. However it was put to the committee to have a program written Professionally. This Idea

has been put to one side until we see what changes the new proposed Vista will make. It seems a rather pointless exercise to have a program written and then find we still have the same dilemma between XP & Vista. Also we could be in the same position at a later date if whoever writes a new program is unable for one reason or another to be in a position to alter it. The idea has not been totally shelved we are just waiting to see what effect Vista will have.

So There you go a bit of news in brief please put Pen to paper and let us know your thoughts.

Geoff G7GJU

From The Presidents Pen

(or he who must be obeyed speaks)

Hi Everyone lets start the ball rolling with a big thank you to all the Mobile and Portable stations over the last three months,

We have had a lot of activity on 80Mtr with a few surreys to 40Mtr, while at times propagation on 40 was good it was impossible to run a net as the skip was long and home stations could not hear each other.

For those of you who did not come on to the nets you missed a lot of infrequently activated areas.

The Winter Award starts on December 1st, It would be nice if members who are not as active as they were called in to be run down the net , this would be appreciated by all and you never know you may start collecting again.

Now for the new award I feel that a lot of members like to work Special Event stations so why not ask them for there WAB area in so doing you will be helping to tell everyone that WAB is still active and work for the new award without having to come on to a net, there must be many members who prefer to collect areas in this manner.

To all the knockers and moaners if we the WAB committee are not doing what you think we should why not put your name forward to be a committee member and have ago yourselves?

Ok that's it, I am looking forward to hearing more of you over the winter

Brian GOBFJ

Contests

We have now come to the end of this years contests, Thanks and congratulations to all who took part.

Please remember that contest winners will have trophies presented to them at the AGM, so please attend if you can.

As a whole I have been disappointed at the support contests have received so if you think that we are not running them as we should please let me know before we announce next years events, I don't promise to change everything or anything but if someone comes up with a good suggestion I will certainly give it some consideration.

The HF contest has razed some discussion by making it a four hour contest within the 24hrs and I know that some of you had a try so where are you entry's?

It was made a 4hr contest within the 24hrs to give everyone a chance to be able to fit it into there own time table, you were able to look at when you considered the propagation best for getting most contacts or when the xyl would let you into the shack for 4hrs without disturbance hi.

The Next years contest dates will be on the WAB web site before the end of this year so why not get your club to have a go next year and give Denby Dale ARS some competition?

73 Brian GOBFJ

Isle of Man Activity Week

A MANX TALE (Think about it!)

This was initially meant to be just a short holiday break for Judith & myself, but as you probably know, it snowballed & ended up being brought forward by a day to encompass the Lighthouse & Lightship weekend, assisting the IOM club with an activity week and delivering a WAB talk to them.

So off we set via a GOSGB 'pretty route' to avoid the M6. That bit worked, but someone forgot to cancel the rain. This did not auger well for the week. We noted that as we passed by Bradford, a sign saying 'Yorkshire Clinic'. This confirmed what I had thought for a long-time. Being from Yorkshire was in fact an illness, so in Bradford at least someone was trying to do something about it!

Made it to Heysham with plenty of time to spare and thought we'd try & activate the lights there. Forget it! The bands were totally wiped out by the static generated by the rain bouncing off the high voltage lines from the nuclear power station. The sound of the rain drops frying as they hit the pylons was clearly audible.

After an uneventful and on time crossing (amazing), we made landfall on GD. The first night's B & B was eventually located, (in truth the owner came out to find us as we couldn't find them!). Then off to the chippy at Port Erin.

Later on that evening, met up with Ian, GWOVML & his other half, Jayne, who arrived later than planned on the island. They had unfortunately chosen to come via Liverpool and that ferry had come down with a poorly gearbox.

Next day - it had stopped raining, sun is out, the sky is blue - cue song. Off to the Calf Of Man. Met up with our intrepid boatman, Juan, who will figure again later in this story. Also greeting us at the harbour was Alan, GDOMWL, from the local club, and is also the RSGB regional rep for the IOM. We were hoping to drop in at Chicken Rock on the way there, but this was not to be, as Juan had also decided to take a party of whale spotters with us.

So, straight to the Calf it was. We were greeted there by the wardens, Ben & Stephen with their quad bike & trailer. That was going to save some

lugging of equipment. Sadly the trailer has seen better days & was not capable to taking passengers.

After a bit of a walk to the lighthouses, via the bird sanctuary to find out where the wardens & equipment had disappeared to, (it was lunch break time), we finally set up the stations. Ian & Jayne set up on 20m one side of the lower light, Judith & myself went for the more leisurely LF bands & the WAB net.

We split our operating between sitting on a frequency and tuning up & down the bands to work the other lighthouse stations. I won't give callsigns, one lighthouse station that called us, promptly went on to call CQ after the QSO. Never mind lighthouse, I could I punched his lights out. Apart from that, a good time was had by all and judging by their enthusiasm, I think it was the best entertainment the wardens had had for some time.

O.K. best laid plans of mice etc..... Our usually reliable portable battery refused to charge fully overnight, so we hastily re-arranged our plans for the Sunday. We did not want to trek back to the Calf, for the battery to fail after a short time. Ian & Jayne had already planned to do the major lighthouses on the main Island, so we thought we'd have a run around

some of the minor ones. (BARLS valid, the unspoken American system valid & most certainly WAB NATS valid).

One major light that we did activate was - to give it it's full title - Langness Dreswick Point. This was to the good as it turned out that Ian & Jayne weren't able to activate it as planned. If you are not aware, this is the home of Jeremy Clarkson. Now being sensible people, (OK - downright cowards), we did not take the car past the point marked 'Private', although it appears the locals dispute the validity of this sign.

So, portable it was. I won't say who carried what, that's been covered in previous tales, and you don't believe me anyway. We set up at the side of the nearby public footpath and off we went - no problems. We did get 'buzzed' by a lad on a bike who came from the lighthouse, we were told it was a Clarkson Junior, but he went away when Judith said two words to him.* Not a motormouth Clarkson in sight!

Anyway 10 or so lights were activated instead of a repeat of the previous 3, so it's an ill wind!

The next major event was another crack at trying Chicken Rock. Met

with our intrepid boatman, Juan again, but we were surprised to be joined by Ben - one of the Calf wardens. At first we thought he may have been doing some sort of IOM tribal dance, akin to the Maori Haka, but apparently he'd trodden on a nail the day before and had to be taken by Juan to the hospital and was just hopping about. (Since then he's been in the local newspapers as he fell on the rocks whilst fishing and spent two days in hospital, having badly gashed his hand. Accident prone or clumsy, I prefer to think it the former, clumsy people cant hop down steps onto a small boat whilst carrying radio gear for other people!).

Now eager as we were to get to Chicken Rock, Juan is not one to be hurried. Halfway there, he cut the boat engine for a spot of mackerel fishing. Stupid fish mackerel, they appear to like jumping onto hooks with no bait on. Anyway, after this little interlude, onto the Calf to drop hopping Ben off & thence to Chicken Rock.

Disappointment. Juan said that the swell was too big. I had to check that I wasn't showing anything, but Judith says it's to do with the sea state. Also we would need a 4 man crew, yes MAN - he said that,

hopping Ben would have been one of them, but now no longer available. We had to be satisfied by gazing at the one that got away and saying 'hello' to the local residents - two rather large seals.

We tried to make the best of a bad job and despite some whatsit taking since, we lashed things up for /MM operation and managed to work most people whilst bobbing around on the briny. In the mean time, Juan did a spot more fishing and pulled out a large Pollock, (Had to be careful with my typing there).

So that this does not become too much of a saga for the newsletter, I'll summarise the other events.

Sadly the talk to the club had to be cancelled due to illness, but we visited the club shack and gave a limited talk in the restricted space there.

Alan GDOMWL and his good lady Moira treated us to a meal out. Something you never see the Regional Rep. on the WAB Committee do. By way of thanks we dragged him out to do two /P areas. This was a bit cruel I suppose, considering the fact that he lent us a mobile phone working on the Island's network. That saved us a fortune in phone bills, rather than

'International Roaming' on ours.

(Note here - beware if you go to GD, GJ, or GU. They are not on the UK's networks and to access them you have to have a phone enabled with International Roaming. Point 1 - they charge you an extortionate amount to send texts/make calls, Point 2, and here's the rub, you are charged the same extortionate amount to RECEIVE them!)

John, GDONFN, met up with us early in the week to loan us another /P battery for more 'fire power' and told us how to get to one of the elusive lights at Laxey

The major lighthouses that we did not do earlier in the week were activated, along with a lot of 'bulbs on sticks'. These included Point Of Ayre Major and it's little brother/sister Point of Ayre Minor a/k/a "The Winkie". (had to be careful

with my typing again there).

The week was rounded off by a trip up to the top of Snaefell where GD4LAB/P, unbeknown to us, did our first ever SOTA activation. Ah well - can't win them all. Time was limited there, as we had to catch the next train back due to other arrangements. Sorry if you missed it, but I don't think Snaefell is a rare one in SOTA circles!

It may not have been the trip we originally had in mind, but was still very enjoyable. We still have our "Moby Dick", (Chicken Rock), as an excuse to go back, not that we need one given all the hospitality we received there.

73, Dave & Judith

* The two words spoken were "Amateur Radio". These seem sufficient to make anyone "go away".

Don't Forget the
Winter Award has
Started

Juan, our intrepid boatman

By: g4iaq



Hitching a ride
Photo by Dave G4IAR
By: G4IAQ

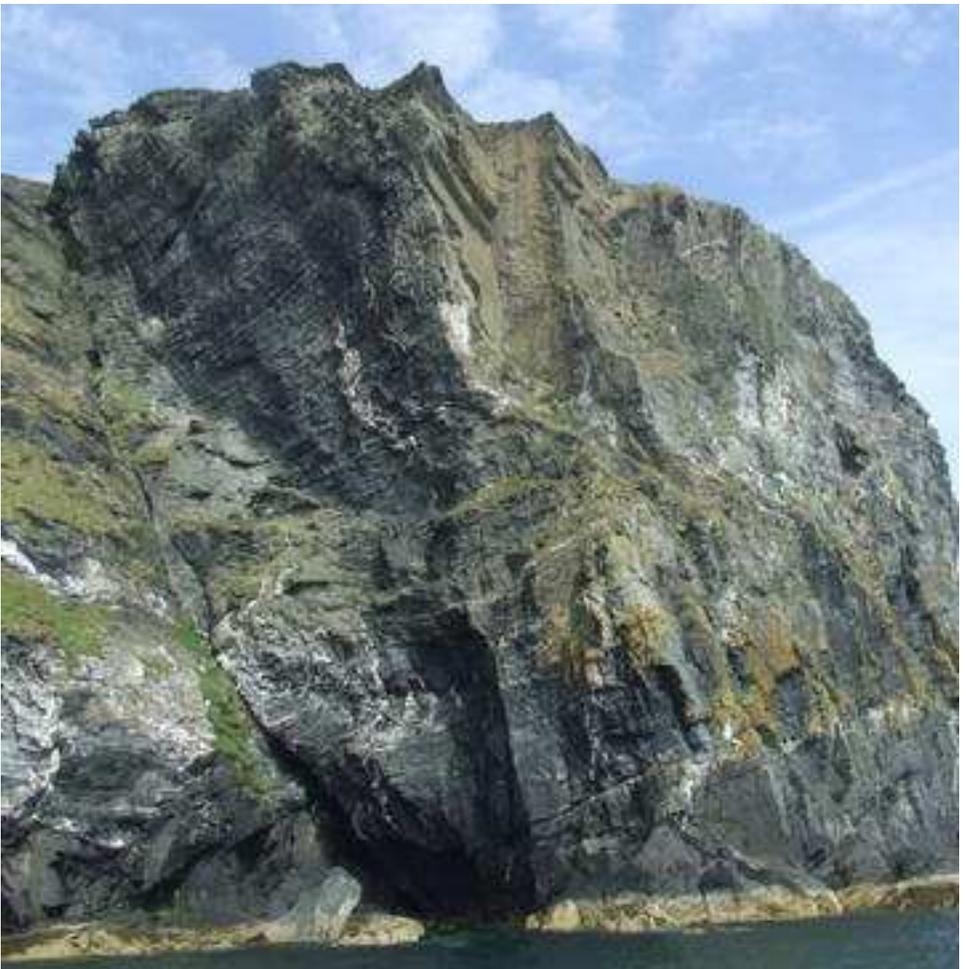


Mind the rabbit poo!

By: G4IAQ



Caves on the Calf
Photo by Dave G4IAR
By: G4IAQ



Award Manager's 'Bit'

Not a lot to report from this end... and I know that Dave has concocted a fabulous version of our adventures in IOM, so don't want to take up too much room, and also we're getting ready to away to Cornwall.

We have had a limited take-up of the IOM Activity Award so far, please don't be shy, they are beautiful certificates.

We are also introducing the Special

Event Station Award and the Portable Only Award from 1st January 2007. Hope you enjoy them.

Please see list of recent awards issued.

Hope to have spoken to many of you from Cornwall by the time you read this.

73/88 Judith, G4IAQ

Callsign	Notes	Mode	Band	Class	Award
DL4CW		Mixed	Mixed		Chennel Islands
G3WDS		SSB	40		Chennel Islands
G0NSL	All England, Mobile Only,QRP	SSB	80	Basic	Decade 2006
Debbie Bowditch	GM Activated	SSB	80	Basic	Decade 2006
G4WSB/M	GM Activated	SSB	80	Basic	Decade 2006
GM3VTY	All G4W£SB	SSB	80	Bronze	Decade 2006
M0HEM		SSB	Mixed		DX
G4JZF		SSB	40	Class 3	English
G4JZF		SSB	80	Premier	English
G4JZF		SSB	80	Class 3	English
G4JZF		SSB	80	Class 2	English
G4JZF		SSB	80	Premier	English

Callsign	Notes	Mode	Band	Class	Award
G4JZF		SSB	80	Class 2	English
G4JZF		SSB	40	Class 1	English
DL4CW		SSB	Mixed	Class 3	English
G4JZF		SSB	40	Class 3	Irish
G4JZF		SSB	40	Premier	Irish
G4JZF		SSB	40	Class 2	Irish
G4JZF		SSB	40	Class 1	Irish
G4JZF		SSB	80	Class 1	Irish Activated
Debbie Bowditch	Activated	SSB	Mixed	25	Islands
Debbie Bowditch		SSB	Mixed	40	Islands
G3WDS		Mixed	Mixed	40	Islands
Debbie Bowditch	Activated	SSB	Mixed	50	Islands
Debbie Bowditch	Activated	SSB	Mixed	60	Islands
Debbie Bowditch	Activated	SSB	Mixed	70	Islands
Debbie Bowditch		SSB	Mixed	80	Islands
Debbie Bowditch	Activated	SSB	Mixed	90	Islands
Debbie Bowditch	Activated	SSB	Mixed	100	Islands
G4JZF		SSB	80	200	Islands
G0NSL		SSB	80		Isle of Man
GD4LAB	Activated	SSB	80		Isle of Man
GD4LAB	Activated further 5 Areas	SSB	80		Isle of Man
G3WDS		SSB	40/80	Basic	Isle of Man Activity
G0NSL		SSB	80	Basic	Isle of Man Activity
GM3VTY		SSB	80	Premier	Isle of Man Activity
G0BFJ		SSB	80	Premier	Isle of Man Activity

Callsign	Notes	Mode	Band	Class	Award
G0NSL		SSB	80	Premier	Isle of Man Activity
GD4LAB	Activated	SSB	80	Premier	Isle of Man Activity
Debbie Bowditch	Activated	SSB	Mixed	Class 3	Large Squares
Debbie Bowditch	Activated	SSB	Mixed	Class 2	Large Squares
Debbie Bowditch	Activated	SSB	Mixed	Class 1	Large Squares
G0JZF		SSB	80	Class 1	Large Squares
GD4LAB	Activated IOM only	SSB	80	25	NATS
G0JZF		SSB	Mixed	300	NATS
G0JZF		SSB	Mixed	325	NATS
G0JZF		SSB	Mixed	350	NATS
G0JZF		SSB	Mixed	375	NATS
G0JZF		SSB	Mixed	400	NATS
G0JZF		SSB	Mixed	425	NATS
G0JZF		SSB	Mixed	450	NATS
G0JZF		SSB	80	Class 1	Regions
G0JZF		SSB	80	Class 2	Regions
G0JZF		SSB	80	Diamond	W.A.B
G0JZF		SSB	80	3100 Areas	W.A.B Honour Roll

Scottish Island Extravaganza

During the first 2 weeks of September Tom G0JRT along with his XYL Gill and Geoff G7GJU and his XYL Norma M3NJD di a little run around some of the island of Scotland. This took 14 days and some 2000 car miles, numerous Calmac Ferries and lots of B&B's. The fortnight started with a run up to Ardrossan where we stayed for the first night. This B&B started the trend of some of the most

excellent B7B's anyone would wish to stay at.

The gentleman who ran this first B&B asked the question of what would we like for Breakfast the next morning, well!! Yours truly opened his mouth and said "you put it on a plate and we will do the rest". We didn't eat another thing all day and this was the trend the whole two weeks. What follows is a list of the islands Activated.

Arran	Lewis	South Uist
Ghiga	Great Bernara	Eriskay
Islay	Scalpay	Barra
Jura	Harris	Vatersay
Colonsay	Berneray	Grimsay
Kennacraig	North Uist	Tiree
Skye	Baleshare	Coll
Raasay	Benbecular	Corr-Eileanan.

I mention Calmac Ferries and have to say that the staff aboard these ferries were nothing more than superb, I need to have disabled assistance for Norma who at the time was dare I say severely disabled . We were directed to park the car next to a lift where a member of staff was there to meet us and escort us to where we were to be during the sailing. When we docked there was a member of staff there to escort us back to the car and made sure that Norma was OK before leaving us to disembark from the ferry.

On behalf of the four of us I would like to thank all those who took part in our excursion and to Keith GM3VTY who was our mainstay as far as net controller was concerned add to that Brian GOBFJ, GONSL and Graham GOJZF for covering when Keith couldn't, a heart felt thanks to you all.

If anyone would like to do a similar run we would recommend contacting Tina of Calmac Ferries who made it a lot easier when Tom was planning the route, we also have the addresses of B&B's that we used and can highly recommend.

Tom G0JRT, XYL Gill, Geoff G7GJU, XYL Norma M3NJD

Did not expect a welcome to Jura from the committee



The next two lines are the
start of page 19

For over 30 years, I have
enjoyed the remoteness and

Combined activation / report for WAB & SOTA. Times: BST.

unpopularity of this fell. I think the latter is caused by the facts that it is near an MOD artillery range, it is heavily used for grouse shooting, there are few paths, and it is quite boggy and not particularly well defined, visually. Apart from on one occasion, I have traditionally used the northern route from Cow Green reservoir car park via Birkdale Farm and through Maize Beck. Round trip is about 9 miles but on the fell proper, there are only sporadic animal paths and Maize Beck must be forded; a process not without its dangers.

I have long been aware of the existence of a track (marked on the 1:25k map) which ascends from the B6276 road to the south (from NY 8719 2110) but

have dismissed it out of hand because of its reputed state versus its length. Thanks to James MOZZO and Ian G7KXV, who 'pioneered' it on the same day, the improved condition of this track is now well known, so I decided to try it out for myself.

Armed with Ian's waypoints, I took the bike as far as the locked gate at the top of the track (NY 8287 2432) by 8am. As told by Ian, the track is well surfaced with stone 'crusher run' but its higher reaches are slightly rough and loose. The gradient is only difficult in places. From the gate, a walk to the trig point is completed in 10 minutes and to the summit in about 40 minutes. (Stirling

bomber remains at NY 8092 2468, NY 8086 2480, NY 8082 2488 and NY 8087 2491 are worth a look on the way).

Objective number one was the WAB/P area NY72 Durham and for this I set up on Mickle's windswept grassy northern slope at NY 7998 2451 to the distant accompaniment of machine guns and the crump of weighty shells, from 09:00 prompt. (The IC706 audio drowned this out.) This triangular WAB area, which reaches up to around 720m ASL, beside the county boundary fence, can be `put-on' more easily, from near Cow Green dam wall. 14 ops picked this one up on 3760 KHz in 27 minutes and it was a first for some, though I was reminded I had activated it twice before; in 1989 and 1991. Proceedings were efficiently organised by Brian GOBFJ and my power was mostly 20 Watts to the inverted vee.

Next was to be the summit but a careful choice of location would give me WAB/P area NY82 Cumbria as well as the SOTA in one activation! A flat grassy plateau at NY 8012 2415 just 11m vertically below the summit was perfect. By now the wind was up, the `clag' was down and despite the forecast of sunshine, that's how it would remain all day.

I could hear that 3760 was active, so it made sense to satisfy the WABers first. Again Brian GOBFJ ran me down the list of 14 stations in as many minutes. What a luxury when you're cold and wet. but on this occasion, I was in fact quite comfortably installed in a tiny green tent. The SOTA chasers who wanted NP2 on 80m, were made welcome when Brian announced it for me, as NY82 Cumbria and NP-002 SOTA.

After this it was a dedicated SOTA, so the complaining dipole was forced to accept the two

top band coils. It makes its feelings known by sulking; almost to ground level at times! Despite this and with 80 Watts applied, a prompt report of 539 was received from Mike EI2CL, in Dublin on 1.832 CW. I'm afraid conditions dropped for Roy G4SSH and it was no-QSO. Further CQ's went unanswered.

Where Roy failed on 160, he succeeded on 3.561CW, as did Geoff G4CPA and Richard G3CWI.

Where to next? Roy asked this and posted me for a frequency he'd already checked as clear. There, on 7.034 CW, followed 9 QSO's with our DL, HB9, LY and OK friends.

OK2BEH was worked on 10.118 CW, by selecting the 40m 'link' on one side of the dipole and 20m on the other but after that the 7.5 Ah SLAB went flat.

After substituting the 4Ah, I worked an Italian Club station on 14.004 CW and 2 regulars on

5 MHz channel FE but after that things went downhill. Down with the dipole, up with the beam. One call on 144.300 SSB must surely bring in a patiently waiting MOSGB and other chasers immediately! So I thought, but not a single reply with 50 Watts horizontal, despite a post by my son Phil, who I had just worked through GB3YC in Scarborough.

Thoughts of Tom (G1EYP's) report, 'we only worked one station on 2m from NP2', came to mind but I had always thought this was a good VHF location. FM would surely 'deliver' so I hooked-up the H/H with the beam vertical. 5W got me zilch.

Right, you asked for it! Battery blistering brute force, in the form of 50W FM from the IC706 should have got me at least one QSO but again it wasn't that easy. With thoughts of (in SOTA terms) 'lucrative Lancashire, I knew most of the takers would be to the south of

me but I became weary of continually going out to reposition the beam which was swinging unpredictably in the wind. I am embarrassed to say that most of the available current was expended with the beam (unnoticed) pointing due north. With it pointing south again, I was amazed to get a Scarborough mobile, friend Richard GOOII on the East Coast! Eventually, I did bring in Mick 2EOHDE, Roy GOHDX, Ian 2EOEDX and Mike G4BLH but it was too little too late; I had no more power, was weary of the buffeting wind and so walked off at 16:00 BST. Home by 20:15.

Much later, on the B6276, I met the game keeper who looks after the estate through which the private road passes and gleaned the following information from him:

1. He doesn't mind walkers up the road but prefers them not to go 'cross country,' especially

in nesting season.

2. He is less happy about bikes (he didn't say why) but I don't think he would rule them out.

3. Cars are very definitely prohibited.

4. The road was built / upgraded for 'shootists' to use. (I noticed a luxurious shooting cabin on the way down and it had furniture, that I would be proud to have in my house.)

5. The MOD restriction for the Mickle Fell part of the area is, 'to cover

themselves.' (Beaurocracy works that way). It seems that there is an unlikely chance of NP2 catching the odd ricochet but neither he nor I have ever seen or heard any evidence of this having occurred.

6. He regularly takes shooting parties into the area.

7. As well as Red Grouse, there are Curlews, Lapwings, Redshanks, Greenshanks and other interesting species.

8. The Barites mine at Fish Lake is now closed.

9. There have been a few

potentially dangerous incidents connected with people crossing Maize Beck to the north of the fell. (My note: The bridge at NY749270 is inconveniently located.)

These were just his unofficial comments and no mention of any aspect of radio was made. The full MOD access rules can be read at the Durham / Cumbria border on the B6276 and at other places. (Also, see Tel. No given in G3CWI's report for NP-002, on main SOTA site.)

Eqpt: IC706 2G, 80m `link' dipole with 160m slug-tuneable coils, 5m CFC mast. 7.5 & 4Ah sealed lead-acid batts. VX180 5W H/H (Waterproof & only £80 from 2006 Leicester show). SOTAbeam and vertical for 2m. WX: Mostly low cloud, 7 deg C, 30mph gusty southerly wind. 51 QSO's on 7 bands.

THANKS to all STATIONS

WORKED and to G4JZF, GONES, EI2CL, G4CPA, DL7RAG, GW7AAV (sorry I missed you on 60m Steve) G0UUU, 2E0HJD, G4SSH for spotting, to G0BFJ for WAB control and G4JZF for WAB/SOTA liaison. Never saw a soul in the 9 hours I was on the fell.

Apologies to those I missed, through being on the wrong band at the wrong time and for the 2m FM disappointment.

Congratulations to Roy G4SSH, on obtaining (with NP2) the final 6 points required for the first ever 2500 CW SOTA chaser certificate. All since January-06! Well done Roy.

73, John (G4YSS using GX0000/P, SSEG Clubcall, except on 60m)

THE WAB-IT PROGRAM for WAB Record Keeping

- Keep information on WAB Areas, Rateable Districts/Unitary Authorities/ Counties, Large Squares, Millennium Award, Decade Award, English/Welsh/ Scottish/Northern Irish Awards, WAB Bookholders, Islands worked/heard and Net Control Hours.
- Prepare claims for WAB Awards.
- Prepare 'hit lists' of areas etc. still needed to be worked/heard.
- Keep information on stations worked/heard - a computer version of a card index system.

Minimum hardware requirements:

- IBM PC or compatible running Windows 3.1/Windows 95/Windows 98 (Not XP)
- 4 Mbytes of RAM
- 640 x 480 pixel screen resolution
- at least 15 Mbytes of free hard disk space
- 3.5" floppy disk drive A:

THE WAB-IT CONTEST PROGRAM for WAB Contest Logging

- Log your entry for WAB Contests.
- Automatically score your Contest entry.
- Prepare claims for WAB Contests.
- Automatically update WAB-IT Program information (if installed).

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WAB-IT: £20-00 (UK) inc. P+P
WAB-IT CONTEST: £15-00 (UK) inc. P+P
WAB-IT & WAB-IT CONTEST (if purchased together): £30-00 (UK) inc. P+P
WAB-IT CONTEST for existing users of **WAB-IT:** £10-00 (UK)



Program updates/Screen Shots at <http://www.wab-it.co.uk>

Send your order & payment to:

Kevin Hale GOAKH

58 St. Stephens Road, Saltash, Cornwall. PL12 4BJ England.

E-mail: info@wab-it.co.uk

If ordering, please include your Callsign, Name, Address, WAB Area, County, District/UA & WAB Book Numbers. Thankyou.