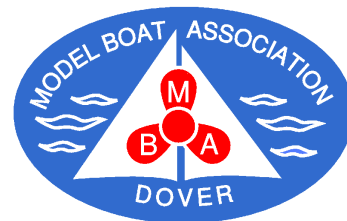


The MBA Dover Newsletter



Issue 10, Spring 2003

Welcome to the spring edition of the newsletter in our 10th anniversary year

Some while ago, I promised to compile a list of model shops in our area and check out their current position regarding how much stock they carry.

Most shops cater for a wide range of disciplines, including aeromodelling and railways, they carry most of the materials that we use for our boats. If you want purely model boat related components, there is only one shop in our area. Mail order will probably be the next best thing if certain special parts are needed. I have also tried to clarify the question of discount offered to the club, always an awkward subject.

There is now a page listing these shops in the newsletter and I have added any comments that I feel is relevant. Please notify me of any other shops that you think should be included in the list, I will add them in future editions.

Contributions from members to the KK are up this issue, my thanks to those of you who

have helped to boost this edition to 14 pages, our largest yet.

I know that we have a wealth of untapped talents out there, keep sending those pictures and descriptions of your models in to me, they are all most welcome.

The clubs bank account has now been successfully switched from Barclays to HSBC.

We were having a few problems with the former and as we discussed and agreed at the monthly meetings, the chance to change bankers was taken. All appears fine with the new account and no problems have been encountered.

Terry Brown our scale secretary has reluctantly had to offer his resignation from this post due to pressure of work in his new job.

During his term of office, Terry introduced new radical ideas in the way regatta courses were laid out and marked. This resulted in a much more competitive edge to the way we do things, these ideas will certainly be retained and used.



*"Late evening sun,"
Alan H's Fairwind at
Kearnsy.*

Our thanks go to Terry for his hard work during his period as scale secretary.

This resignation throws up the question of a replacement, do we really need a Scale Secretary anymore?

The committee have usually sorted out regattas and shows as a team anyway, it is formulae that works well, let us know your views!

Happy boating.

Alan.

A Sunday morning in January !

This is what goes on when we meet for a sail together on a normal Sunday morning in the winter months, but this is not normal. As you will see from some of the pictures, there was a good sprinkling of snow around. This was actually the first official meeting of the year, the first of the "Icicle" series yacht races. There was about half an inch of snow in some of the area but this did not deter the yachtsmen from attending in good numbers on the 5th January 2003. The yachting section of the club do regularly attend the lake in all weathers during the winter with the Frostbite and Icicle races, they are normally supported by a few hardy members who operate their models all through the season.

I popped down with the camera to see how things were going and this is what I found :-



The
snow



was lying on the ground as the yachtsmen set sail on the first of three races, the water was warmer than the ground and you can just see the mist rising by the yachts.



Richard



Thornby prepares his boat while others suitably clad, get into



position!



For Sale & Wanted

Two models are being offered for sale by **David Newton**. The first is an 'Antje' fishing boat built from the Robbe kit. This is at 1/16th scale, length 24ins. A Mabuchi 6v motor with one 6v battery powers the model and she is complete with a 2ch Acoms radio.

This one is for sale at **£150.00** (Antje....right)

A Boston Blenheim trawler built from plans and at 1/48th scale is offered for sale. This comes out at 37ins in length and is powered by a geared 6v Decaperm motor. Twin batteries are supplied complete with 3ch Futaba radio control. This one is offered for **£200.00**. David can be reached on Tel. 01304 830985



Photo by Margaret Jones

Ken Frisby is selling off some fleet, and he also has three boats for sale.

A 49inch fibre glass version of the Fast patrol boat 'Perkasa'. This is a Precedent kit and is ready to run with 27megs Acoms radio control. All for **£150.00**

No2 from Ken is a model of a destroyer at 1/96th scale 44ins long. This is HMS Kingston. Also ready to run on 27meg Acoms radio control. **£150.00**

A 34inch Billings Smit Nederland tug finished as Smit Frankrijk with twin torpedo 500 geared motors and ready to run with Futaba radio is offered for. **£250.00**

This model also comes with 7 crew and a Cat! (*It wouldn't be Ken without a comment like that ed.*) Ken can be reached on Tel. 01227 832043.

Keith Lawton is looking for information about the *Massey Shaw*. This was the wartime London fire-boat operated by the LFB and one of the Dunkirk little ships. Keiths father was in the fire brigade during the war and this is one reason that he wishes to model the boat. Any information would be appreciated. Tel. 01843 867091

A **Fairwind** yacht complete with radio (2ch 27megs) RX battery and Futaba sail arm winch is offered for sale at **£275.00 o.n.o.** The model has planked wooden decks and is ready to run. Contact the editor on Tel. 01304 852917.

A **Northwind 36** yacht is offered for sale, this is fully assembled and comes with 2 servos. Kit price £129.00 plus servos, so sensible offers please. Contact Gordon Everest Tel. 01303 872060.

Congratulations !

Congratulations to Jim Pearse who has had a picture of his Wee Nip yacht published in the January issue of Marine Modelling International. This was a free plan from Traplet, and a video on how to build it was also produced. Jim has made some modifications to the design and these are described in the caption which accompanied the photo. Ed.

**Don't forget the MBA Dover AGM
Wednesday 7th May at the Cricketers, River
Meeting Starts at 7.30pm**

MEMBERS NEW MODELS

Not a lot to report on this time, mainly because I haven't been out with the camera very much over the winter but I am aware of some restoration projects by members. Peter Cook has acquired a 46inch version of the Aerokits Crash Tender, from I believe, a car boot sale. This is a real scoop as these old models just do not seem to appear very often. They were of course very popular in the sixties and most of the older modellers will have built one of the range of Aerokits models to get them started in model boats.

Peter's find was of special interest to me because I also had recently been given an old Aerokits Crash Tender, but mine is the 34inch version. The condition of both these models meant that some research was needed to get hold of the original old drawings to make a start on the restoration.

My first thought was to get on the computer, access the "Model Boats Magazine" website and ask if anyone had any of the drawings to lend, I was not surprised to find a similar request already posted on the site. I posted my request and contacted the other person who turned out to be Peter! It's a small world. He managed to get hold of the drawings and also some other very interesting information about the Crash Tenders and has kindly supplied me with copies.

Peter tells me that he intends to make it his next project and hopes to have it ready for the coming seasons regattas, we look forward to seeing it on the water.



(Left. The 34inch version awaiting some TLC !)

(Below. Roy's fishing boat.)

Jackaman has completed a rather nice French fishing boat from Marine Modelling Plans, it is a wooden plank on frame hull and wood superstructure and is powered by a single electric motor and electronic speed controller. Roy says that it is normally a 6 ch model but when I viewed it, his two channel radio had been fitted. The figures on deck and in the wheelhouse were purchased in a Folkestone seafront shell shop, they are very fine cast resin figures and although not intended to enhance a model boat they are a very good find and cost only £1.35 each.

The two channel radio that had been fitted, caused Roy some problems when he operated it at Kearsney in January, it lost its signal when only 20ft away, this was traced to an Ariel problem and when this was re-sited all was well again.

The latest on the Dover Tugs models is that Roger has successfully installed the drive units in his hull and sorted out the motors and control systems. He has got the decks on and it is starting to look like a model tug now. Trials were conducted down at the Abbey one evening (well away from prying eyes just in case it didn't work), and the picture right tells the story.

The superstructure will be the next job, maybe by the next issue.



RADIO CONTROL ROWING SKIFF

I first saw two row boats at the Ramsgate Regatta. One was driven from a motor on the stern with visible links driving the oars direct and the other was a fisherman in a clinker built dinghy.

The latter model took my fancy as the body action was extremely realistic and there were no visible means of propulsion. The oars worked independently of each other allowing the boat to be steered. I had a chat with the owner and he informed me that his model was driven by two servo's with a simple link mechanism and a counter balance weight was used to pull the body back in the pull stroke. Also, it was important to have free wrist movement, achieved with ball joints—I was hooked!

My first move was to purchase an Action man doll with moving limbs and grasping hands, but by the time I had finished, the poor soul had been cut into pieces and his arm joints replaced with my own freer movement devices.

After sitting on the floor in front of a mirror performing a rowing action, I decided upon the model movement as shown below.

Giving an arm movement of 90 degrees with respect to the body and a body movement with respect to the floor of about 80 degrees, which is an ideal position for servos having 90



degree movement. The standard servo proved to large to fit within the body of my Actionman so I had to resort to two mini servos HITEC HS-101 MINI having a torque of 2.0 Kg/cm.

Initially, I attempted to make a completely removable man with body movement with respect to the legs, fitted to the boat with pegs in his feet and backside. This proved to be too ambitious and I finished up with the rowers body anchored to the seat of the boat with the legs playing no part in the movement.

The counter balance weight, as used by our friend in Ramsgate, proved to take up far too much space thus needing an enormous basket behind the rowers back to hide it. But there is certainly a need to assist the pulling stroke, if nothing else, to overcome the weight of the body having two servos strapped to it. So I replaced the counter balance weight with a coil spring - obvious when you think of it. I don't know why I did not think of it at the start!

The drawing over the page should help you to understand the following explanation:

It will be noticed that the lower links, which move the body back and forth and are attached to two free spinning discs, are in turn connected to a pivoted arm. This is because if these lower links had been connected to a fixed point, when one arm only was activated, one servo would be trying to move the body and the other trying to hold it stationary with disastrous results. With the pivoted arm system, the body movement is halved when only one arm is operated. The arm joints had to be made extremely loose allowing the hand position to move in an arc to follow the movement of the oars. Instead of rotating wrists as in the Ramsgate model, a nylon bush is fitted in the hands allowing the oars to move freely.

The final design ended up as shown below :

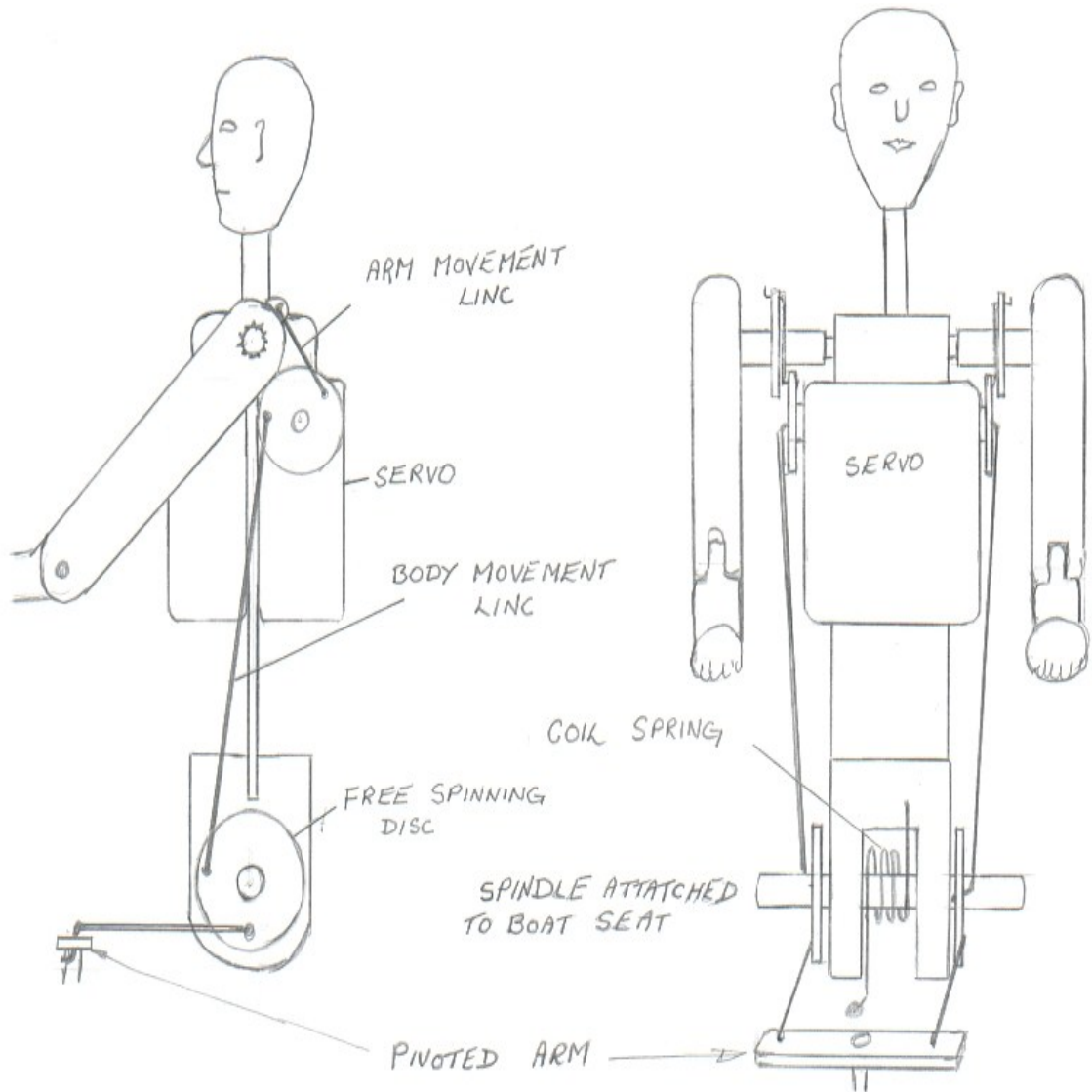
The feathering of the oars has been achieved by specially designed rollocks and oars, achieving a 90 degree movement between forward and backward pressure. - see below.

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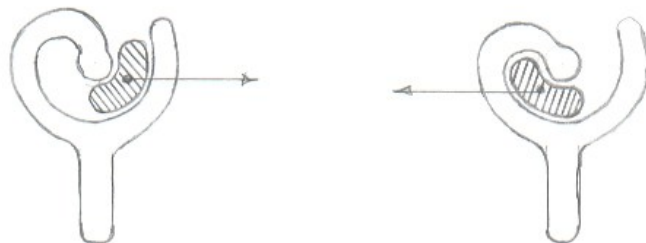
Oars shown in cross section -

The design of the boat is pure nostalgia, having lived in West London in my youth and



spending many a pleasant hour on the Thames. So a trip to Richmond ensued, where rowing skiffs have been manufactured to the same design since Edwardian times.

With a notebook and tape measure in hand, I was allowed into the workshop to take all the information I needed. The hire boats now in use have two rowing positions but as I needed to



keep my model as short as possible, only one rowing position is used.

I made my hull form on a frame. The planks were made from 3 ply veneer only because that is what I had on hand, free of charge. 0.5mm. thick veneer off cuts. The ribs were fitted after removing the hull from the frame.

(Continued on page 7)

(Continued from page 6)

The metal scroll work on the passengers seat is constructed from layers of strip paper, set in resin.

The Sindy doll passenger was my best purchase, 50p at a boot fair, Olive insisted on dressing this doll not trusting me to do her justice!

Thanks Dave

for this very informative description of a very unusual and innovative model, I have found a photograph in the records of the model in action at Kearsney and have included it (right). Ed .



Perma-Grit® Tools

Tungsten Carbide Abrasives that make building a pleasure!



One word describes this range of tools, indispensable!..... David Jones - 'Screw Right' Magazine

This contribution by Frank Jobson.

Perma-grit Tools

Frank has given me some details of a product that he has been using and thought that the information might be interesting for our members. Similar to my recommendation about 'Squires' products in the last issue of KK, Frank has had very good results with this product and cannot fault the speed of service supplied by this company.

Reproduced left is their catalogue, which describes in detail the complete range of Tungsten Carbide Abrasive tools, they come in a variety of sizes and grades that can be hand held or used in a small drill.

Naturally as with all quality tools they don't come cheap, but because of the material used they will last a very long time.

The list of materials that these tools will cut is almost un-endless, Wood, Glass Fibre, MDF, Plastics, Ceramics, Kevlar, Marble and so on. Frank has the price list if

anyone is interested but if you want to contact them direct the Web address is

www.permagrit.com. & Tel: 01529 240668.

And it's a British company!

Getting Back to Basics (Part 2)

Before we Start

The other Sunday it was a pleasure to meet some new members down at the pond. They were a French couple (now living locally), who had decided to take up the hobby of boat building. It was interesting talking to them as it gave me an insight into how people can find it difficult in the beginning. For most of us, the problems they were having, in getting some good advice, we take for granted as in most cases, “we’ve been there, done that, got the tee-shirt”, but if all else fails we know who to ask to get help. Most, if not all of the local shops, are either oriented around either radio controlled cars, or model aircraft. OK with that said, there is the Model Dockyard at Chatham who is purely boats, and possibly one opening up soon (by a club member) more locally, which if it comes together, sounds like it will knock the spots off the lot of them. Anyway, in the mean time if your stuck for some advice about either radio or electrical problems, then please feel free to ask anyone on the committee or if you have access to E-mail then try dropping me a line at:-

syseng@ntlworld.com

We are here to help, and if we can’t come up with an answer, then we’ll point you towards some who can.

If you haven’t got Getting Back to Basics Part 1, then either Email me, or give me a stamped addressed envelope and I’ll send you a copy.

Recap Time

Ok so in “Getting back to Basics (Part 1)” we looked at the basic connections of a simple 2 channel radio, interference on 27Mhz and why it was desirable to use 40Mhz because of *skip* and sunspots. Then we looked at the electrical noise that motors make..... So what’s next?

Part 2

Radios

Without going back in time and talking about valves and reed sets (the magazines have been covering that for months), radios have come a very long way. My first radio control set, consisted of a tin box, about half the size of a shoebox, an on/off switch, a button, and an Ariel. I wouldn’t like to guess what frequency it was on, other than it was in the 27Mhz band, and there were so few radio controls about at the time that if I saw another boat it was normally attached to ½ mile of string, or being pushed about in the bath. It was a funny old thing to use too. The first push of the button started the motor. The second made the boat go left, the third, right....and if you hadn’t forgotten were you were in the sequence of pushes you could even make it go astern too!

(Thinking about it, it would have been fun to see a boat with that set up go around one of the courses) Anyway, I hope you get the idea, it worked on pulses... The receiver didn’t care how long the pulse was, or whether it heard a pulse or not, it just sat there listening. When it heard a pulse in the signal, it would turn its output signal on, and when it went quiet (no pulse), it would turn it off. The output signal of the receiver was connected to a geared motor. The top gearwheels were nylon, with the top one having copper tracks stuck to it that were cut in sections. Spring contacts made an electrical connection to these tracks, and cut power to the motor when there was a gap in the track. This one *servo* controlled the whole of the boat, steering it, and turning the boats drive motor on and off. These radio sets were a nightmare. If you pressed the transmitter button too long, the servo would be turning away and you might miss one of the gaps in the copper tracks. On top of this you had to keep count of the number of times you’d pressed the button. If I remember, it was something like a second, a push (max), else it counted as two. {Believe it or not, it was originally designed for model aircraft!)

So what has that got to do with today’s radios? Well we still use pulses. In the radio system described above, we used to send a pulse on the radio signal by pressing the button, and turned off the pulse when we released the button. Now the radio signal is there all the time our transmitter is turned on, but now we do what’s known as modulate the signal and encode the information about where our joysticks are on to the signal.

Radio Waves and Modulation ?

If that last paragraph left you scratching your head, then hopefully after reading this one the

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(Continued from page 8)

fog should start to lift. A radio wave is an electro-magnet disturbance. We can't see them, we can't hear them (with out a radio), but we can make them happen, and they are around us all the time. The next time you fill the bath, after turning the taps off, wait a minute and let the water go calm. Now gently place the flat of your hand on the surface of the water so that your just touching it. OK now push down a bit, and watch the wave travel away from your hand. You've just disturbed the water and mimicked a radio pulse, and your plastic duck when it receives the signal, will faithfully bob up and down. OK so things get confused when the wave gets to the end of the bath, as it bounces back. It'll confuse the duck....who carries on bobbing.... (This is what happens to your TV set at home. The TV signal bounces off the sides of buildings, and you end up with a ghosting picture if you haven't got a clear line of sight between the TV transmitter and your Ariel). Out in the open our radio signal waves just carry on. If they do bounce off something then normally they will have lost so much energy that our receivers on the boats can't hear them. So now you have an idea of what a radio wave might look like if you could see it. The next step is modulation....

Most regular radio control systems are either FM or AM. FM stands for Frequency Modulation, and AM for Amplitude Modulation. Amplitude modulation is probably the easiest to demonstrate in the bath. If you move your hand up and down in the water so you can just see a standard pattern of waves travelling away from your hand, all about the same size, and then occasional push your hand deeper so it makes a larger wave, then you've Amplified that wave. The word modulation, basically speaking just means modified (or changed), and so you've just modified the wave, and demonstrated AM. You could demonstrate an AM receiver by lifting the duck just above the water, so he only wobbles on the big waves. FM is a little trickier to demonstrate.

If you put you hand on the waters surface again, but this time move your hand up and down slowly making regular waves, and then speed up and slow back down again. You'll see the distance between the tops of the waves alter and then go back to the way they were... Here you've demonstrated Frequency Modulation. Receiving this signal with the duck is more complicated, as you have to ignore it's regular bobbing, and just SEE the bobbing when it's speeded up. So now you've seen how to demonstrate AM and FM modulation.

The big thing about the two types of modulation is that they are not compatible. You can't use an AM receiver to pick up an FM signal. Nor vice versa. If someone at the pond is on a particular frequency using FM, you can't use the same frequency using AM. Whatever system you use, you need to be on a frequency that isn't used by anyone else.

Pulses Again (and again....and again)....

On a radio set, the transmitter looks at each control in turn, and calculates its position, and so adjusts the length of the pulse accordingly for that channel. It does it in a set order.... 1,2,3,4 and so on, **waits** and then does it all over again. It repeats this process from the moment you turn the radio on to the moment you turn it off. The receiver listens for the long wait in the stream of pulses it gets, and then starts measuring each pulse length in turn. The transmitter and receiver use the waiting period to synchronise with each other. This way the receiver understands which pulse in the stream of pulses corresponds to which channel, and then pulses that channels servo signal wire with a pulse that the servo electronics listen to. The servo electronics, then looks at the position of the servo arm, and if found to be different moves the arm to correspond to the pulse it has heard. This way the servo then mimics the position that the transmitters joysticks are in.

Many thanks to Terry , and hope there will be a Part 3 soon! Ed.

Flags

If you need flags to finish off that latest model use Hand Made Flags. Mike Doane will supply any flag either from your own design or from stock, and in any size. *Recommended*

Mike Doane, Hand Made Flags, 64 Copse Ave, West Wickham, Kent. BR4 9NR
E-mail HANDMADEFLAGS@AOL.COM

This contribution is from **Charles Male**.

A short review of the fast becoming popular, ready to run model boats
Distributed by Ripmax

Would you like a ready to sail radio controlled boat for under £100 ? Look no further. A look in last Septembers issue of Marine Modelling magazine features a "conversion" job by David Semper to a Dickie R.C. Harbour Boat. This is one of 5 different boats, all ready to sail once you have charged the battery. The other versions all based on the same hull are a Air Rescue boat, a really beautiful looking Fishing Boat called Monica ,a Coast Guard Boat and a LOSCH EINSATZBOOT loosely translated meaning a Fire fighting boat. Pat saw the coast guard version in October at Child Beale last year and said how much she liked it . I quickly bought it for her (thinks.. more time for me to spend on my destroyer). Batteries charged and a trial in the garden pond ? The speed controller was fully forward or fully reverse with nothing in between ! Another conversion job loomed up . (Where's that time gone). I took out all the radio equipment leaving in the motor and prop shaft. All these hulls have an open slit about 3 " long and about 1/4" wide either side of the central keel. Inside the hull placed over these slots is a box shaped structure sealed against water ingress. The idea of the box is to fill with water and give more stability. I cut this box shape structure out with a hefty knife and sealed the slot inside and out with polystyrene sheet. This gave me more room for the 2 batteries I was going to fit. One is a 12v 2 amp battery for the speed controller and motor and the other being a 12v 800mA battery for the separate BEC to supply the receiver. The space available below the deck did not allow for a larger motive power supply. If a heavier battery had been fitted then she would have settled in the water too far above the water line. Assembling the deck and superstructure back was an easy job .Every thing is fitted on by self tapping screws. A quick trip over to Kearsney proved really rewarding. She was quite fast but not overly. She was very stable too. Carrying out a endurance test I found that one could get 5 to 6 sailing times of between 15 to 16 minutes each.



This contribution by **Ken Frisby**

Mystery Solved

Some members will be aware that I have been trying to remember who it was I bought a certain boat from. I even phoned David Ralphson at Bournemouth as for some reason it had occurred to me that I had bought it from Dave at a Bybrook regatta.

I was on the wrong track with 'who', 'where' was more to the point. Lying awake one night as I often do (aah!) and thinking of nice events of 2002, it suddenly came to me. Halton, RAF Halton, that trip with Charles and Pat to the model (mostly flying ones) show last October, that's where I bought it complete with box that proved to be too large for the boot of Charles's car.

Luckily dedicated show goer Derek Tippet was there with Alan Knott and they kindly brought the Mexican patrol vessel (and box) home to my door.

I am still experimenting with power and control permutations following a fire on the Kearsney ocean, (*There he goes again, dropping himself in it ! ed*) but it should be protecting the fish from thoseswans quite soon. K.F.

Show Report

This year was the first time for many years that Ken Greenland, Roger Shields, Dave Ralphson and I, did not visit the Brighton Modelworld Show. However Derek Tippett and Ken Frisby did go, and they have sent a short report on what they found. Ed.

Brighton Modelworld

Feb 15 - 16 2003

Derek Tippett and I visited this show on the Saturday and were pleasantly surprised by the large boating element this year. Apart from one display, the standard of modelling was very high. Quite a good sized pond in the main hall was the scene for voyages by a six foot, brilliantly lit Titanic, assisted by tug at corners, and also the launching of a commando assault boat from a very convincing HMS Fearless.

Traders were thick on the ground and some very good bargains were amongst the wealth of material for all hobbies available.

One feature I did not care for myself but which drew the largest crowds from 5 to 45 year olds was a scaled down 'Robot Wars' with a throbbing noise that passed for music and frantic commentary.

Another moan while in the moan department. You would think that the ten story car park right behind the exhibition hall on what was a well advertised event day, NCP could have kept both lifts in service. Derek and I left the show at 3pm after 6 hours in the show and it was chaotic by the pay machines (only 2) and the lift entrance by then. I hate to think of the queues that there would have been by the time Modelworld closed.

Nevertheless, it was a good enjoyable exhibition and we both came home poorer but happy.

Ken Frisby.

New Members;

I would like to take this opportunity to welcome the following new members and wish them many hours of happy sailing with us at Kearsney Abbey.

The overall club membership currently stands at 125 members (103 Adults, 21 Juniors & 1

Mrs Janet Ralphson

Mr Robert McNeil

Mr Kevin Carroll

Mr George Sutcliffe

Mr Brian Peek

Master James Laming

Honorary).

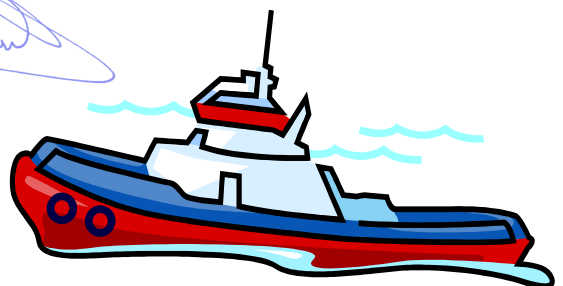
Diary Date Extra's 2003

You will find an extra sheet with this newsletter, containing some additional none MBA dates and contact information that might be of interest to you. If you require any further copies of club information, it is available at all club events or just give me a ring and I will send you additional copies.



Alan
Hounsell
Secretary - MBA Dover

A handwritten signature in blue ink, appearing to read 'Alan Hounsell'.

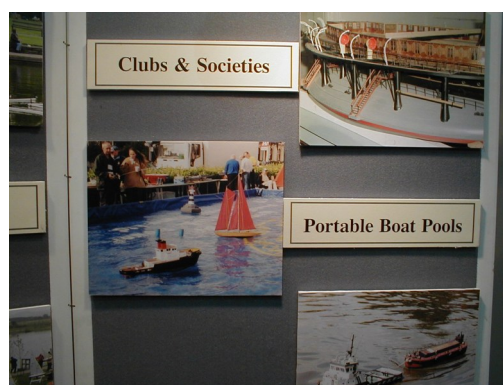


Walker Midgley Model Insurance.

Whilst wandering around exhibits and trade stands at The International Model Boat Show at Warwick, I was drawn to the Walker Midgley Insurance stand. The reason for my interest was not as one would think to buy some model insurance, but to examine in detail the colourful display that was being used to advertise his services. I first noticed a photo of a rather wonderful model boat pond set up with a model on it which I recognised. This was Alan Hounsell's *Bajima* tug, and then I realised that it was our pond set up at the Dover Regatta. Another picture was showing Dave Cowlins *Argos* yacht and Terry Brown with his *Wartsila*. In the background of this shot was myself talking to Tony Westwood.

Naturally the salesman approached me as I was showing so much interest in his display and that is when I pounced. I asked him when and how he had got the pictures and he told me that he had relations in Thanet, and that he had visited us at Dover and taken them himself. Naturally I enlightened him as to who we were and who and what was in his pictures.

Some might argue that we should receive some 'royalties' from his display. I feel that by showing off our club at International level gives us quite a boost, he will now mention our name when asked for details of his products. We as a club could well be looking at our insurance in the future, we might bear this man in mind!



MODEL SHOP DIRECTORY

Listed overleaf is most of the model shops in our area, where possible, I have spoken to them and established what kind of model boat related products they carry.

Directory Comments.

Whilst compiling the list of model shops, I have been reminded that there are of course several other outlets which deserve a mention, they are well known to readers of MMI and Model Boats magazines and some of our members have been using them for years with good results, they are mostly mail order however.

Westbourne models of Bournemouth, seem to hold the most stock of most things to do with model boats, Barry the proprietor is most helpful when ordering by mail order. The Model Dockyard of Truro operates only a mail order system but again holds a vast amount of stock.

I really don't know where to stop when recommending shops that are not local to us, they all have their own special good points. A quick scan through the modelling press will allow you to find most of these shops and specialist suppliers of hulls and fittings.

I have therefore decided to limit the directory to shops that are within a reasonable distance from our base in Dover, The Dockyard model shop in Chatham is at the moment our only outlet that deals purely with model boats so I have included them.

Please do not overlook shops like dolls house suppliers or model railways when looking for bits and pieces for that latest model, the dolls houses are generally to 1/12th scale and have a ready supply of furniture and timbers that fit in very nicely if you are fitting out a wheelhouse or interior lounge on a model vessel. Lighting systems designed for dolls houses can also be adapted to illuminate your model boat.

Think laterally!

Turners Models
Your local friendly Model Shop.



Turners Models
14 London Road
Dover
Kent CT17-OTA
Phone 01304 - 213822

1

1 Our local model shop, carries a good range of materials, paints etc. Some kits in stock but can obtain most others within a few days. Discount available on selected items,

RAMSGATE MODELS
the MODEL SHOP FOR MODELLERS

74A Queen Street
Ramsgate, Kent CT11 9ER
Telephone : (01843) 584073

2

2 General model shop but carries a good range of model boat kits and accessories. Stockist for Evergreen plastic strips as well as odd sizes of Plasticard sheets and other materials. No Discount given

MEERS MODEL CENTRE TEL (01227) 766776 FAX (01227) 769393

RADIO CONTROL MODELS
PLASTIC KITS
TRAINS AND SLOT RACING
INDOOR RACE TRACK
MEERS(CANTERBURY)LTD
PARHAM ROAD
CANTERBURY KENT CT1 1LQ



MODEL SALES
BRIAN MOORE

3

3 One of the two model shops in Canterbury, Meers carry some popular boat kits and materials, also a very good range of Humbrol paints at very competitive prices

Elite Models

Lower Bridge Street Canterbury Kent CT1 2LG
Tel: 01227 761117 Fax: 01227 763550

Rod Shoveller
Director

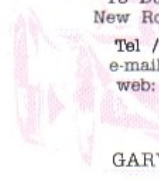
www.elitemodelsuk.com

4

4 The newest of the model shops in Canterbury, this shop has a wide range of kits for the model boater, including some hard to find materials.

G M MODELS DIST LTD

15 Dunes Road · Greatstone
New Romney · Kent TN28 8SS
Tel / Fax: 01797 381006
e-mail: info@gmmodels.co.uk
web: www.gmmodels.co.uk



GARY & JOY OLDFIELD

5

5 This shop tucked away on the Romney marsh now specialises in large scale I/C Cars, but does carry all the usual boat materials etc. Mail order prices apply so no extra discount for clubs is given

Weston U.K.

84-88 London Road,
Teynham,
Nr. Sittingbourne
Kent.
ME9 9QH.
England.

Telephone: (01795) 521030/522020
Fax: (01795) 522020
E-Mail: alan@westonuk.co.uk
Website: www.westonuk.co.uk



6

With Compliments

6 This outlet is famous in the Fast Electric field, they also stock a large range of batteries and chargers. Good range of materials and kits etc. Discount of 10% on production of club membership card.

MODELworld
Technology in miniature



ASHFORD
Bybrook Barn Garden Centre,
Canterbury Rd, TN24 9JZ
Tel: 01233 640684
Fax: 01233 640686 email: ashford@modelworlduk.com

OPEN 7 DAYS A WEEK

www.modelworlduk.com

7

Located within the Garden Centre at Ashford, this is a general model shop catering for all disciplines. A good selection of popular model boat kits are available.

Good range of humbrol paints, timber and Evergreen plastic strip material for the scratch builder.

7

THE DOCKYARD MODEL SHOP
THE SPECIALIST MODEL BOAT SHOP...
...WHERE SERVICE COMES FIRST



Tel: 01634 830404

MAIL ORDER

8

The only dedicated model boat model shop in our area, situated within the Historic Dockyard at Chatham. Stockists of many well known kits from the major Manufacturers and also all the usual bits and pieces needed for their operation. Some second hand models are also sold from this outlet.

THE BACK PAGE

Those of you who do not take any of the two monthly modelling magazines, Model boats or Marine Modelling International, may be interested in knowing the dates of some selected 'out of area cruises' that some of us attend. **Childe Beale** is one such event, but although we do not attend as a club, quite a few members do go to this venue mainly because there are usually all the trade stands there, and all those hard to find items can be purchased. The date this year is.. **May 3/ 4/ 5th.**, unfortunately the same as **Sandown Park Symposium** this year. Wings and Wheels is another event that some attend, this is on **June 28/29**.

We have received information from Maidstone Cygnets Club and Ramsgate Vikings about their open event fixtures.

The Cygnets dates are Maidstone Warship Day Sunday 20 July - Maidstone Boat on The Mote 2003 Sunday 24 August & Sail & Junior Day Sunday 21 September.

The Ramsgate Viking date is Model Ships Rally Sunday 7 September.

Make a note in your diaries of these events and try and support our neighbouring friends major events, it would be very nice.

Would there be any interest in getting up a minibus trip to go to Childe Beale or any other distant model Show? This question was brought up at one of the monthly meetings. We have in the past put this suggestion forward but there was at that time no interest expressed. Let us know your views and if enough people come forward we could organise something !

An idea has been suggested for our anniversary. Does anyone have some photographs from our first year back in 1993 ? They don't have to be purely models, any general shots taken at venues would be good, the characters who were there at the time, plus of course the models.

We have the technology to copy any material and maybe produce a CD that could be shown at our meetings, maybe some photos could be fixed to display boards and erected in the compound at our regattas during this year.

If you can help, either send them or give them to Alan Hounsell or myself and we will make the necessary copies (*with your permission of course*)!

Please include any information about the pictures so that we can describe who, what, or where correctly.

That's all for this one FolksAlan Poole

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MBA Dover Contact, and General Information