

Issue 19, Spring 2006

The MBA Dover Newsletter



*A Splash of colour,
Six Club 500 boats
ready for the off*

Hello All,

Winter is now well behind us and the new season beckons, I hope all those new models are nearly ready to be put through their paces with everything in good order. A timely reminder about checking over all the batteries, I know, every year at about this time this subject gets mentioned but, as most problems stem from duff batteries, it's well worth jogging your memory.

Not too much has been happening since the end of our summer regatta season, we did hold our annual Christmas social and prize giving at the Cricketers public house in December. This was a very pleasant evening and a short report can be found inside this edition.

The Fairwind 'Icicle' and 'Frostbite' yacht race series have been taking place each side of the New Year with the regular yachtsmen out in all weathers enjoying themselves whilst most of us are tucked up in our nice warm workshops, building!

As was reported in the previous edition of KK.

Club 500 trials have taken place. These were conducted in January, February and March of this year.

A purpose built starting gate was constructed to ensure all boats got away together, but this was all that was needed to be done apart from organising the event.

A modified set of Rules have been put together which reflect our special conditions at Kearsney. A copy will be given to all members who wish to participate in Club 500 racing - MBA style. Early indications are favourable, we will almost certainly run an event for these models in this coming season.

During February, the Cricketers' landlord contacted the Club to say that he had received a request from another party who wished to use the function room on the days that we normally use it, and this might be for several months of meetings. The other group are willing to pay for the room and we were given the chance to also pay or change the day we use it. After

contacting as many members as possible, it was decided that we move our meetings to the first Monday of the month for the foreseeable future.

This arrangement would incur no cost to us apart from the usual sandwiches that are provided. We hope that this change will not cause too much inconvenience.

This issue is once again a little thin, my excuse this time is a serious revamping of the kitchen, the most important room in the house apart from my workshop!

Let's look forward to a splendid 2006 season at Kearsney.

Happy boating
Alan..

For Sale and Wanted.

It seems as if nobody has much to sell at the moment, as I have very little information passed to me.

Remember if you do want to make use of this section in the KK please give me your details. I do appreciate that having a newsletter that only comes out three times a year means that things get sold before the advert appears in print.

However, as usual at the last minute, a couple of articles have been sent to me.

Good old Ken has come to the rescue and has told me that he has several boats for sale, all with transmitters.

No details, so please contact **Ken Frisby** for any information and prices please.

Kens Phone number is 01227 832043

The next model offered for sale had apparently just missed the deadline last time, so I am pleased to be able to include it this issue.

The letter states that **Mr P Elliott's** son has made a number of different sailing models and is offering one of them for sale to make some room. It is a six foot sailing boat and will be sold minus the radio control servos and sails.

The cost of the materials to build her cost £80.00 alone so, the offer price of only **£75.00** sounds to be very reasonable. He states that the boat should be able to sail at Kearsney because the keel is short. There is also a video that has been taken of the build, should anyone be interested. This lasts for approx 38mins.

The photo of the model is taken at Lydd Watersports.

Contact Mr Elliott on Folkestone 01303 241721.



John Luker has contacted me to offer a fibreglass Sun XXI tug hull for sale. Included are a set of drawings, a prop shaft and rudder in brass. The hull is 36ins by approx 8ins. Offers around **£25. 00** would secure. John's Number is 01303 893624.

Wanted... Model Boats Magazines, May, September, November 2005 + any 2006 issues. Please contact **Alan** on 01304 852917

Model Expo 2006

We are sorry to have to inform everyone that the planned trip to the Model Expo in Birmingham on the 1st of July 2006, will have to be cancelled.

After checking the Model Expo 2005 web site, there is an announcement stating that "Clarion Events NEC" will not be proceeding with plans for Model Expo 2006 !

<http://www.modelexpo2005.co.uk/>

Christine Wellard has e-mailed the organisers, and can confirm that this is true.

I suspect that the reason for the cancellation is tied up with the failure of Highbury Leisure, the parent company of the Model Boats publishers, and the report about this mentioned elsewhere in this newsletter.

But all is not lost, a replacement trip is being organised to the International Model Boat Show. This is held at Leamington Spa, and I can personally recommend this show as I normally exhibit there.

Details of this new trip can be found on a special notice within this issue.

This report was received too late for inclusion in the winter KK so I have included it here as it was one of the events that we as a club were invited to attend. The report has been kindly compiled by Ken Frisby.

Air & Model show At Hop Farm 16-18th September 2005

Barbara and I attended the show on Sunday 18th. Thanks to Barrie Warrington providing tickets and parking permits. (The Dover MBA had very few enquiries for tickets, hence the offer to attend with Ramsgate Vikings was kindly accepted. Ed.)

Provision for boats was good in respect of a chest-high portable pond but bad as regards frequency provision. Only about two 27meg and four 40meg slots being available, all others were allocated to car racing etc.

Boaters were queuing to get on the water; all I was able to do was a flotation test on the P.S. Waverley that I am re-furbishing for the Belcher family.

Various clubs attended with gazebos and tables, one, Black Park, put on a good display.

Our members Charles & Pat Male were there with their caravan and the weather was kind.

Several traders attended, with the emphasis being mainly on planes, but much useful material for boats was on sale also.

Dover MBA members were thin on the ground but it was a 'Frostbite' Sunday.

Verdict: An event worth going to but approaches need to be made to organisers about frequency problem.

Ken Frisby.

Christmas Social and Prize giving

The annual Christmas party and prize giving took place at The Cricketers pub on Wed 7th December. Quite a number of members and their guests were there to enjoy the get together and sample the now famous Cricketers' curry. This year there was two types on offer and a marvellous spread of sandwiches and other goodies for those who don't like curry. The pub laid on a bar in the upstairs room so that nobody had to trek up and down the stairs to get their drinks.

The formal prize giving was then carried out by Jennie, our Chairperson, who had previously welcomed everyone to the venue. On the yachting front, Andrew Goldsack swept the board by winning both the Icicle and Frostbite Trophies and also the overall Yacht winner's Shield. Well done Andrew. That explains why we have seen Fairwinds being ripped apart and rebuilt with modifications eh! Barrie Tripp was the winner this year of the Junior Trophy for Steering and also Towing. Well done Barrie, the Junior Trophy is now, of course, the large cup donated in the memory of Denis Hatton.

Alan Hounsell took the large Steering Trophy, well done Alan. Unfortunately Derek Tippet and Len Ochiltree were not there to receive their awards for Small Steering and Senior Towing respectively, but we congratulated them in their absence. Their trophies will be passed to them in due course.

Of the second places, Reg Archer took the Small Steering, Roger Shields the Large Steering and Towing awards; Barrie, once again, the Junior Steering, but because of the rules the third placed person gets the runner-up prize and this time it was Nathan Willson, with Tom Willson getting the second place in the Junior Towing.

Back to the yachts and because neither David Hounsell or Vic Jones were with us, David's second prize was taken by his brother Alan and Vic's was taken by Phil Ribton. When the photos are printed I shall have to remember to cut and paste Vic's head onto Phil's body or should that be the other way round, I'm sure Vic would prefer it to be first version!

A very good and well-supported raffle finished off the evening. More people would have helped to eat up all the food that was provided, but as usual at events such as these, it is always difficult to predict accurate numbers attending.

Dover Tugboats

Some of you will remember the Dover Tugs project that was started in the Club some time ago. Well it has been resurrected and several of the models are now progressing well. The reason for the interest in the models came from the fact that the drive units that had been a problem have been ousted and a conventional drive train fitted.

The original units, if I may recap, were the complicated Azimuth units, these are really outboard motor units that can swivel through 360°. The reasons why we have discarded them are many, not least is the fact that they would have been very difficult to control, and I for one was very dubious about maintaining them once fitted in the boats; buried under the rear deck, they would have been quite inaccessible.

So, prop shafts were fitted, some of the real Damen tugs are configured this way in any case, so it's not really a big move away from scale appearance. We had also decided to fit a bow thruster, another thing that the Dover tugs are not fitted with.

The fibreglass hulls are available to Club members. Currently the cost of them is £110.00. We can supply very comprehensive drawings and photos to help with the construction of the models, or you can do your own thing. The hulls are 51ins long with a beam of 15ins.

Those of you who are building the tugs might be interested to know that one of the drawings that we took from the CD, is wrong!

I lost my plan drawing and borrowed a copy from A.H. After studying it I was puzzled to find a discrepancy in the size of the deckhouse; this was especially worrying as I had already spent hours building it. After cross-checking the side elevation and other smaller scale drawings, I found that this new drawing was some 3/4inch shorter in overall length, after climbing down off the ceiling! I desperately searched for my original plan, it was eventually found and everything checked out OK. Panic over, this new drawing was indeed shorter than the model but the beam and everything else was correct. A valuable lesson learned, always check and double check; measure twice and cut once!

Some sad news from the modelling world, my friend Mike Doane who traded as Hand Made Flags has passed away. Mike supplied good quality flags that have adorned many models and he was a regular trader at the Childe Beale Shows which many of us have attended over the years. I have reported before in these pages that he was unwell and was hoping that things might improve. However, this did not happen.

His original partner in the business broke away and set up a rival company BECC, this now becomes our only commercial source for model flags.

Another trader, Peter Fisher of Bow Wave Models has also passed away. Peter was also one of the regular traders at Childe Beale and was the stockists of the French magazine Model Reduit de Bateau and Cap Maquettes, the French model boat supplier.

Peter had been the regular columnist of Simply Scale in MMI magazine and coincidentally, I had recently been working with him writing about the little RNLI Lifeboat.

These two chaps will be sadly missed in the model boating world and I am sure you will all join me in passing on our condolences to their families.

Thinking of converting the popular Revell/Matchbox Flower Class Corvette to R/C?

You may be wondering if an article has appeared in the marine modelling press, the answer is yes and the issue concerned is Marine Modelling International January 1993.

There was also a six-page review of the model in Traplets, Modellers World series No 9.

Hope this helps.

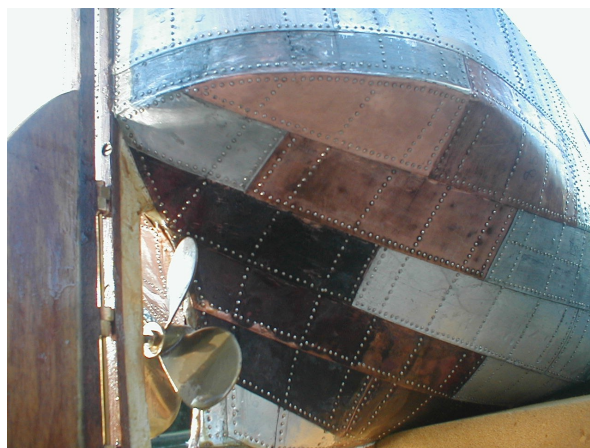
I do have an almost complete collection of all Model Boat Magazines. Model Boats, MMI and Radio Control Boat Modeller. There are a few missing, but if you know the date or issue of the magazine, I can copy an article for you at cost. This is a private service for MBA Members so, contact the editor, Alan, on 01304 852917.

Members' models

Phil's Puffer,

Phil Ribton has been busy with his latest creation, a Clyde Puffer. On its first outing and water trials, I was fortunate to be there with my camera to record the outcome.

The model, which has been scaled up from the MMI plan, is 53 inches overall length with a beam of 14 inches. The hull is built up solidly from wood, as is normal and what we have come to expect from Phil, then it is plated over with individual plates made from litho plate (thin aluminium) and copper shim for the more complex areas around the stern. The plates were stuck on then painstakingly riveted around to represent the original method of building these hulls. Each plate needed to be bent to shape over the wooden former before being fixed. The effect is very realistic as the odd dent appears in the metalwork just as would happen in real life.



The puffer gently underway on trials.

Above, some of the riveted plating around the complicated shape of the stern, the copper plates are used where the metal needs annealing, this allows the plates bend easier into shape.

The hold of the model houses a full size car battery and there's room for another two in there! The model is powered by a car type fan motor at the moment and as this draws very little current, it would run all day given the chance. Plans are afoot to fit a steam plant eventually, this would really set the model off and make it a real puffer.

The build is being recorded by Phil and I have been promised a full article for the KK when its finished.

Following on hot in the footsteps of the Severn Class Lifeboat featured in an earlier KK, is this miniature model of the Atlantic 21.

It is produced by the same company as the Severn and certainly looks the part despite its diminutive size.

As can be seen in the photograph, the model is only 5 inches long but it is fully functional with radio control. Once again, this system of R/C is of the Super regenerative type which means that any other crystal controlled 27Meg radio will interfere with it, but on your own this will run perfectly well. This example is owned by Maurice Job who spotted it in a shop in Canterbury, down by the Cathedral. The cost is under £20.



What is scale and how do you express it?

This little article may help to explain how the scale of a model can be stated, hopefully, it might help to answer some questions about the scales used on our models.

As an example, we are used to saying $1/24^{\text{th}}$ scale, or expressed another way, $1/2$ inch to the foot, or $1/2'' = 1'$ but what does it all mean?

Well, take the first example $1/24^{\text{th}}$ scale, this means that the model will be 24 times smaller than the original, or, if the real boat measured 24ft, the model would measure 12 inches. $1/2$ inch to the foot or $1/2'' = 1'$ would be one foot divided by $1/2$ inch, answer 24.

To find the scale of a model we need to know what the real vessel's length is then divide it by the length of the model or the scale chosen, sometimes this gives a really odd size that doesn't easily convert to a conventionally known scale. You do need to know the prototypes size before you can scale it. Our models are normally expressed in imperial scale but European modellers use the metric system which is easier to work out, metres, millimetres etc. Here in the UK we divide a foot by inches or fractions of an inch to get our scale.

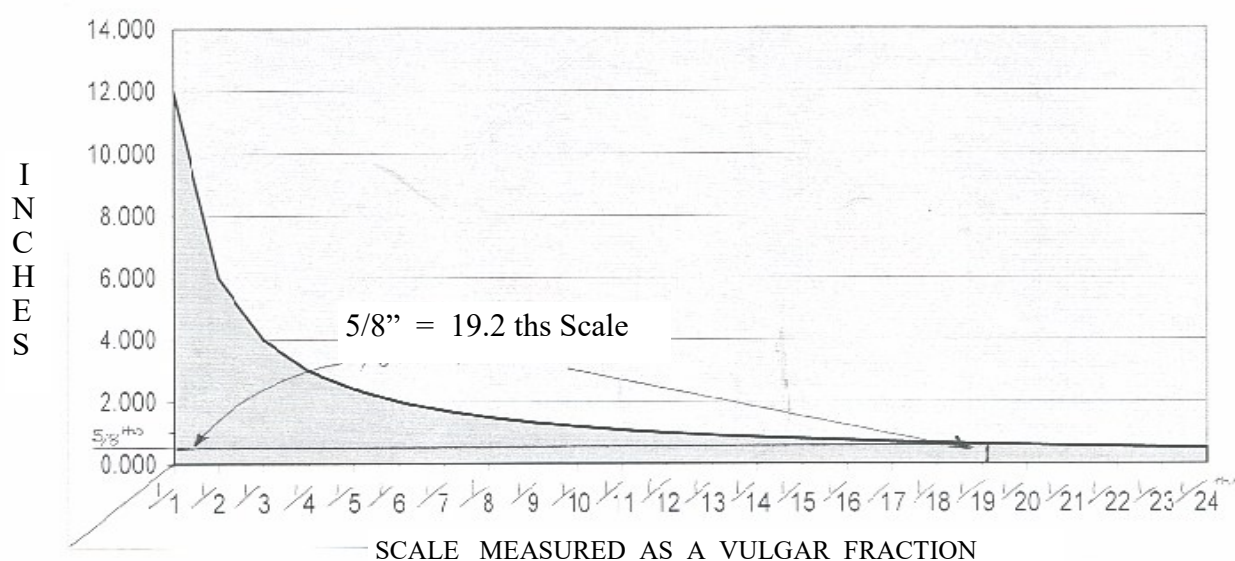
Another reason that I have compiled this little article is because I was asked what $5/8$ ths scale was and how many times smaller than the original that would be.

A simple enough calculation you might think, but it gets a little complicated, the actual answer is $1/19.2^{\text{th}}$ scale because there are 96 $1/8$ ths in a foot and we have 5 of them which we divide again into the 96 making 19.2. The common model boat scale of $5/8$ ths, turns into a very uncommon vulgar fraction of $1/19.2^{\text{th}}$! or expressed another way, $1:19.2^{\text{th}}$ scale.

I ended up producing a graph from full size 1:1 to $1/96$, I have reproduced it up to $1/24^{\text{th}}$ here but you can imagine how the rest of the graph looks. It shows the results which are surprising, as the scale reduces it shows a sharp tailing off of the fractions of an inch between the scales.

It is natural to think that dividing an inch up gives us the answers, some work but others don't. $1/12^{\text{th}}$ scale is an inch representing 12 ins, $1/24^{\text{th}}$ scale is $1/2$ inch representing 12 ins, but halfway between, 18^{th} scale is not $3/4$ inch representing 12 ins, if you study the graph, you will realise why. You can imagine that the graph will also show that there is very little difference between say $1/48^{\text{th}}$ and $1/50^{\text{th}}$ and even less between $1/96^{\text{th}}$ and $1/100^{\text{th}}$. If you are a collector of 1200^{th} or 1250^{th} scale miniature ships, the difference becomes very difficult to measure, almost negligible really.

So there we have it, I'm no mathematician so I hope you can understand my explanation. If not, I'm sure I will be nominated for the coveted NOTM award at the next meeting.



MBA Winter Projects 05/06

Over this winter period, a new feature has been built for the lake; it's an oil platform!

Peter Cook spotted a large diameter yellow gas pipe being laid near his home and managed to scrounge a piece, this forms the tower part of the platform and, because of its size and weight, it can be simply stood up on end and buried in the silt. The top part is a larger diameter piece normally used as a pipe joint, and this fits over the pipe making the platform onto which is built up a well head and accommodation block, also a helipad.

The helipad has a series of LED's that flash in sequence to illuminate the landing area and look spectacular at night. The helicopter's rotors also rotate.

The picture of the platform (right), still awaiting its helicopter and crane, should give some idea of the size of the feature, it stands nearly 4 feet high and the diameter of the lower pipe is 15 inches.

This new feature should add some extra interest at regattas and, with all the lights on, might even be a contender for a prize at the Illuminated Event!

Do we have anyone willing to attempt to land an r/c helicopter on the pad when it's placed out in the lake?



Another job for willing helpers over the winter period was the refurbishment of our rubber dinghy. It was noticed that some attention was needed on the wooden transom and also on the canvass joints. The floorboards were in need of a coat of varnish as well. Unfortunately, to get at the boards, the inflatable sponsons needed to be let down, but this did allow the boat to be thoroughly cleaned and inspected for any other wear. Several hours were spent rectifying these defects, but we now have a serviceable rescue boat once again. A replacement boat would have cost the Club a considerable amount of money.

This is a rather unusual but novel way to secure your model alongside, Kathie King has found this ornamental fisherman sitting on a lobster pot. The figure has a spike under it and this locates in a crack in the path to make an anchor point. Rather effective.

She also now has a lighthouse which will be used in a similar way. The Nauticalia shop, that is situated in Canterbury near to the Cathedral gates, is where she found these items. As well as these, the shop carries a wide range of all things nautical, books, videos, models etc.

The novelty fisherman holding the narrow boat in the - scale lock!



(If the council ever decide to repair the path, we might have a problem with the fixing point! Ed)

Following on from the report about the ready-to-run RNLI lifeboat in a previous issue, I had a call from Douglas who wanted to know how he could convert it. After explaining my involvement with the model, he responded with these findings...

The following is an account of the examination of the RNLI life boat that I undertook to see what were the snags and problems in changing the radio frequency to a more acceptable one in the presence of other 27 MHz users.

The key to getting at the works are the five screws that are covered by plastic/rubber bungs. Once these have been prized off access to the screws that hold the deck and superstructure to the hull of the boat are easily apparent. Once the screws are undone it may be necessary to ease the decking away from the hull with a small screwdriver. As you do so you will be aware of a thin rubber/plastic seal that sits in a groove all round the top of the hull. Once off there is plenty of loose wire to remove the decking away from the hull. The 'works' look very simple. In the centre of the hull moulding there is a box 11 cm x 6.5 cm x 4 cm deep at the centre. This looks as though it has been made with the moulding of the hull. There is a lid to the box in a different colour plastic which is held down by 4 screws. Out of the top (stern) of the box 6 wires protrude. Two (black and red) go to the battery compartment immediately above. One goes to the on/off switch and two go to the two electric motors and finally a thin black wire that is the aerial. The junction with the electric wire and the moulding over the electric motors is covered with a plastic sealant. The inside of the boat looks well insulated and whoever designed it clearly did not want it being returned because the motors had burnt out because of the egress of water. By removing the four screws you are presented with an electronic board that looks as though it has been put in upside down for obvious reasons.

Replacing the deck is not as easy as might be expected. Having to prise the two apart indicates that the fit is obviously very tight. It may be necessary to squeeze the hull and deck together to get a proper seal.

There are a number of observations that could be made. 1. Replacing the decking on the rubber seals is not as easy as might be expected. 2. When you examine the boat from the outside and look at the join between the superstructure and the decking the gap which might be seen as a possible way for water to enter the inside of the hull in fact is misleading. There are no gaps in the decking on the inside where water could penetrate. 3. In my opinion it would be difficult, if not impossible, to replace the two electric motors. 4. Therefore a new set of electronics would need to somehow be able to control both port and starboard motors in order to steer.

As I explained to Douglas, I have not had the time to strip down my model but I would think that it would be easier to simply remove all of the equipment and start from scratch with new gear. Space seems to be no problem and modern radio control can be bought cheaply these days. Also, micro servos and receivers are available for smaller models. I think I might also replace the motors with 385 sized ones and fit rudders for the steering, (the original set up reverses one motor to steer)

If any other member has any thoughts on this conversion, Douglas and I would be happy to hear from you, this is a nice little boat that will benefit from a better control system.

Alan (Ed).

Find below information from other clubs relating to open events during 2006;

Sunday 9th April - Cygnets Sail Regatta and Fun Day - Cygnets Model Boat Club
Mote Park, Maidstone. Use Willington Street (Park & Ride) entrance and proceed
through park to Cygnets compound. Registration from 10.00am, events start at
10.30am

For further information contact Peter Clayton 01732 843630.

Sunday 14th May - Cygnets Warships and Tug Fun Day - Cygnets Model Boat Club,
Maidstone, 10.00am
Mote Park, Maidstone. Use Willington Street (Park & Ride) entrance and proceed
through park to Cygnets compound. Registration from 10.00am, events start at
10.30am

For further information contact Peter Clayton 01732 843630.

Sunday 21st May - Chantry Open - Chantry Model Club
Bluewater Lakes, Greenhithe, Kent. Registration from 9.30am, event starts at
10.00am

For further information contact David O'Sullivan 01322 863624

Sunday 23rd July - Boats on the Mote 2006 - Cygnets Model Boat Club
Mote Park, Maidstone. Use Willington Street (Park & Ride) entrance and proceed
through park to Cygnets compound. Registration from 10.00am, events start at
10.30am

For further information contact Peter Clayton 01732 843630.

Sunday 3rd September - 20th Model Ships Rally - Ramsgate Vikings Model Boat
Club
Westcliffe Leisure Park Boating Pool, Royal Esplanade, Ramsgate - Booking in from
08.45am, event starts at 10.00am
For further information contact Barrie Warrington 01843 589546

Barrie Warrington has handed me a copy of a letter that was in MMI recently.

The contents concern a fraudulent person operating on the internet selling all types of modelling goods. The person known as Richard Morgan was sentenced to 18 months in prison, suspended for two years. This means that he is still out there and free to trade again. Please be aware of any deals that may be offered to you on the internet, or that has this person's name attached to it. Also he has used the names, Warbird Models and Trafalgar Models in his scams. He uses the e-mail addresses richardem2005@aol.com and eandr2005@aol.com Please be aware!



Barbara is putting her foot down again ! Ken F

Peter Cook, has asked that a reminder be published regarding Club 500 boats and our normal organised regattas.

At these traditional regattas, details and dates of which are published in our fixtures list, **NO** Club 500 boats are to be operated on the water under any circumstances.

The reasons are that on these regattas many scale models will be operating and some of these are valuable and have taken months, if not years, to construct. The owners need to know that they can operate safely without fear of an accident. As a Club we did agree, as a condition of starting up a Club 500 section, that this would be the case.

We will ask any Club 500 members' boats, seen on the water at one of these regattas, to come off - immediately!

Thank you for your co-operation .

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*(Left)
The frenzied start of a Club 500
race.*

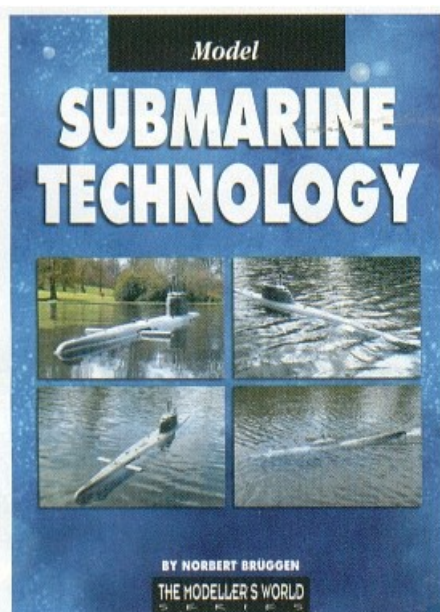
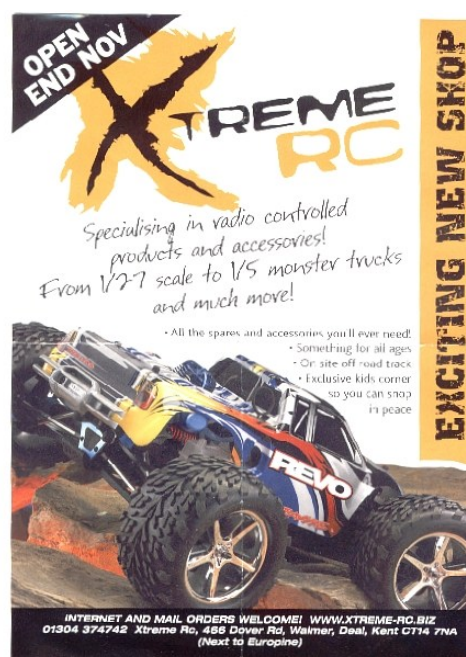
The flyer pictured right is for a new large modern model shop right on our doorstep.

Although catering mainly for the car market, they do hold a very large comprehensive range of radio control equipment and all the bits and pieces associated with R/C.

It is also worth remembering that car technology is used in the Club 500 boats so this could be a good source for spares. This outlet can be found at the end of the Walmer straight, opposite the garage.

466 Dover Road, Walmer CT14 7NA

WWW. EXTREME-RC-BIZ



Do you recognise the water in the pictures?

The cover of a new book by Traplet carries four shots of the Type XXI submarine by Robbe pictured on our lake at Kearsney.

No credits for the pictures can be found inside the book, but I can tell you that your Editor's little Olympus is responsible for them!

The International Model Boat Show

Warwickshire Exhibition Centre - Saturday 11 November 2006

This exhibition is dedicated to all aspects of marine modelling with club displays, demonstrations, two indoor boating pools and specialist suppliers.

The MBA Dover is organising a coach trip to this event which will give you a full day at the show (10.00am - 5.00pm) and includes your entrance ticket with pickups in Dover (6.30am), Folkestone (6.55am) and Ashford (7.15am).

Places are open to MBA members and family only, at this time. A non-refundable deposit of £10 for each place is required with the balance due September 2006.

For further details and to reserve your place, contact Christine Wellard;

Tel. 01303 251578 or Email; modelboatshow@mba-dover.org.uk

Note: The MBA Dover reserves the right to cancel if insufficient interest is shown. In which case deposits / payments will be refunded. All cheques to be made payable to "MBA Dover".

£24

per person

www.meridienneexhibitions.co.uk

Note: Members who have already paid a deposit for the cancelled Model Expo trip should contact Christine Wellard and let her know if they want to transfer to the new trip or require their deposit returned.

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 126 members (110 Adults and 16 Juniors).

Dr Douglas Turton

Mr David Ellis

Mr Terry Collins

Mr Brian Hickey

Mr John Keeble

Mr Alan Wilkinson

Mr Andrew Norley

Mr Alan Poulton

Mr John Winter

Mr Rodney Bowman

Mr Mervyn Dale

Master Hugh Poulton

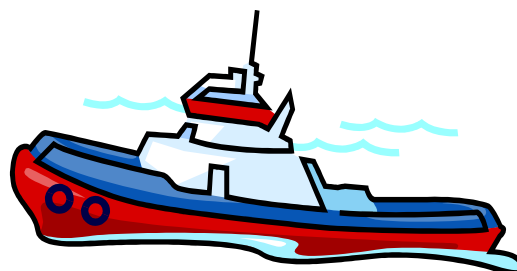
Master Jack Poulton

Master Milan Thapa-Cilietri

Master Aaron Turner



Alan Hounsell, Secretary - MBA Dover



Chairperson; Jennifer Hounsell - ☎ 01303 242540
Email: chairperson@mba-dover.org.uk

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Secretary; Alan Hounsell - ☎ 01303 242540
Email: secretary@mba-dover.org.uk

Newsletter Editor; Alan Poole - ☎ 01304 852917
Email: editor@mba-dover.org.uk

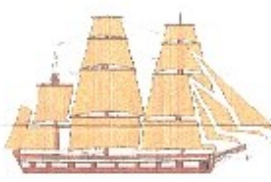
Treasurer; Carolyn Tripp - ☎ 01303 252203
Email: treasurer@mba-dover.org.uk

Committee Members;
Ken Greenland, Roger Shields & Peter Cook

Scale Secretary; Frank Jobson - ☎

Web Site - www.mba-dover.org.uk

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Your local friendly Model Shop.



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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,



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

With Compliments

3 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.
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01843 584073

2 with compliments . . .

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.



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

Rod Shoveller
Director
www.elitemodelsuk.com

4

This shop is now established in the Bybrook Barn garden centre at Ashford. It is a general model shop but does cater for the model boater with a range of kits and accessories, timber and glues. They are radio control specialists with a good selection of equipment and all the relevant hardware.

4

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.

5



avicraft
MODEL AIRCRAFT AND ACCESSORIES

6

AVICRAFT LTD.
15 CHATTERTON ROAD BROMLEY KENT BR2 9QW
T. 0208 460 0818 F. 0208 460 3599
E: AVICRAFTMAIL@YAHOO.CO.UK

Although this shop is quite some distance away, I have included it as it has been recommended by a member. It is mainly a model aircraft shop, as the name suggests, but they do carry some boat fittings and naturally all the radio control parts that are common to both disciplines. The shop carries a good range of metal sheet material, rods and tubes and of course all the woods that we use, and all the specialist adhesives necessary. Mail order is not a problem. T. 0208 460 0818

6



EILEEN'S EMPORIUM
SUPPLIERS OF HIGH QUALITY MODEL-MAKERS TOOLS, EQUIPMENT, MATERIALS

7

Roger Sawyer

PO Box 14753
London
SE19 2ZH

Tel/Fax: +44 (0) 20 8771 3366
Workshop Tel/Fax: +44 (0) 20 8766 6696
E-mail: info@eileens-emporium.freeserve.co.uk

This new entry to our list was found by Member Mr Fred Styles. As the card states, they are suppliers of high quality model makers tools, equipment and materials. The shop is in the South East London area SE19.

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**MBA Dover - Annual General Meeting
Monday 8 May 2005 @ 7.30pm
Cricketers Public House, River**