

## **History of Elmbridge Model Club.** 16/8/2024

### **Contents.**

1. Founding of the club.
2. Founder Members.
3. Sandown Park Symposiums.
4. Elmbridge Model Club Helicopter Fly-In, Sandown Park.
5. National Model Makers Festivals at Pontins Brean Sands.
6. IMEE exhibitions at Alexandra Palace.
7. Purchase of Chapel Farm and Thorpe Lake.
8. Development of Chapel Farm.
9. Development of Thorpe Lake.
10. Development of Car Track.
11. Control Line Circle.
12. Competition Successes.
13. Albert Briggs.
14. Monthly Club Meetings
15. Past Committee Members.
16. Fetes, Shows and Charities.

### **1. The founding of Elmbridge Model Club**

Elmbridge Model Club (EMC) was founded in October 1974 when around 20 members left Esher Model Flying Club with the aim of forming a multi-discipline club covering the display, construction and operation of model boats, cars, planes, and trains.

One of the aims of EMC was to purchase property to cover the activities of the club. In order to generate the capital to achieve this the Club ran the Sandown Park Model Symposium annually from 1976 through to 2006. Club members were asked to help with the running of the event over the weekend, but there was no compulsion to work the two weeks construction before the show and week after for takedown. In return they received payment which covered all or most of the membership cost, and were entitled to tickets for the show.

The original trustees were Albert J.P. Briggs, Edward G. Cotton and Phil Maddocks.

EMC's first Chairman was Albert Briggs. President was Councillor William Gibson. Vice President was Edward 'Ted' Cotton who had been the founder and secretary of Esher Model Flying Club (EMFC) which was set up in 1958 to provide a hobby and pass-time for the local youth.

The original committee members were: Chairman Albert Briggs, Vice Chairman Brian J. Robinson, Secretary Eddie T.L. Withall (F.Inst.L.Ex), Treasurer Ken Dalziel, PRO Phil Maddocks, R/C Secretary Robert .J. Brand, C/L Secretary Chris Burleigh, Marine Secretary Alan G. Greenfield, and Ted Cotton.

### **2. Founder Members.**

The full list of founder members was in the first rule book, now lost.

Bill Abbott, Albert Briggs, Harry Chan, Edward Granville 'Ted' Cotton, Kenneth A. Dalziel, Ken Day, Councillor William Gibson, Geoff Hazelwood, Phillip W. Maddocks, Eric Penn, Maurice Poncelet, Bob Webbe.

### **3. Sandown Park Model Symposiums.**

Sandown Park Model Symposiums were held every year from 1976 to 2006 usually over the 2<sup>nd</sup> weekend in May. In 2001 it was postponed to June due to the foot and mouth epidemic.

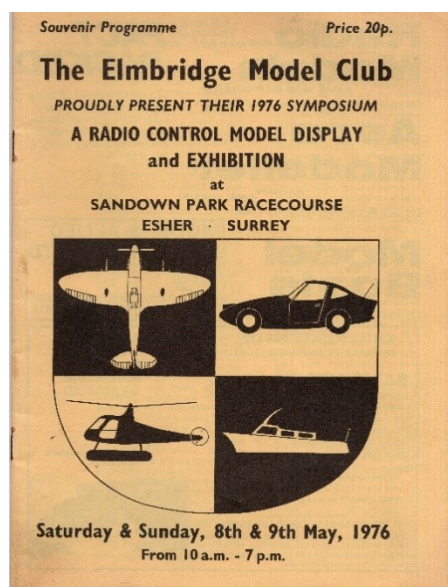
The three weeks leave taken by numerous club members before and after the show were hard graft and at times we had to recruit unemployed labourers from the local Labour Exchange.

The Shows would not have progressed without the help and extremely hard work of a few real stalwarts, Ray Prince, George Mordey, Jeff Hazelwood, Paul Lidster, Andy Kiddell, Dave Duncan, Johnny Bone, Mark Saunders to name a few, and a large number of others.

Sandown were supposed to clear up the grandstand hall but it was often almost ankle deep in litter, amongst which were £5 and £10 notes that made it lucrative for us. We also had to move the Tote Stands in the main hall across the hall to the wall. This was extremely difficult because if we broke the electrical links and prevented the Tote operating at the next meeting, the club would be in deep trouble.

Over the weekend, often in terrible weather, the front and back gates were manned, and jobs done with a smile and good heart.

This is the Club Stand at the first show in 1976. Left to right: Phil Maddocks, Albert Briggs and Eddie Withall. Albert's R/C Flying Fortress is suspended above them.



Programme cover for the first show.

The task of running and management of the shows was undertaken by club chairman Albert Briggs up until 1998. The workload for this was heavy, with chasing up traders, negotiating with Sandown Park, making all the arrangements and then managing the construction; the show weekend and the take down. Albert was also responsible for the accounting with an eventual club turnover of around £250,000. In order to help with this in the early 1980s the club provided Albert with an Apple 2e computer, Brother dot matrix printer and VisiCalc spreadsheet.

The first Sandown Park Symposium was run on the weekend of 8<sup>th</sup>&9<sup>th</sup> May 1976 and was financed by a founder member who loaned the club £2,000. A lot of the EMC founder members had experience of running the Esher Club Shows, the first of which was first run at Brooklands Technical College in 1967, eventually moving to Kempton Park Race Course in subsequent years.

Holding the EMC show at Kempton was not possible because the Esher club was using that site for their shows. EMC did offer to hold shows on alternate years, but EMFC turned this idea down. EMC approached Sandown Park to see if our shows could be run there. At that time, it hadn't occurred to Sandown that they could use the grandstand and associated area as an exhibition hall. A fee of £2,000 (£26,000 in 2024) was agreed to rent the site. This was for 2 weeks before the weekend to construct and assemble the trade stands, and a week after the weekend to take it all down and store the foldup stands we had made under the grandstand until next year.

.Initially we charged for parking, but the police asked us to stop this because the queues to get into the car park were causing major traffic jams across Esher and its approaches.



Sandown back car park, the front car park was just as busy. We held banquets at Sandown Park on the Saturday evening for the traders and club members. At one such banquet a team of traders from Japan didn't turn up. The next morning, they asked where we had been. It transpired that they had attended another banquet that had been held in another hall at Sandown Park.

On one occasion we paid in advance in Deutschmarks for a flyer from Germany to come and fly at Sandown, but he didn't turn up. We asked for

him to return the money. By the time we got our money back the pound had gone down against the Deutschmark and we made a profit on the exchange rate.

The first show was opened by the Mayor of Elmbridge Councillor Murray R Bygraves on Saturday May 8<sup>th</sup> 1976. It was a major success. The local papers estimated the attendance as between 32,000 and 35,000, much more than Sandown saw at their horse racing events. Ticket receipts did not back up that number and we quickly learnt from this that an unaccountable number of visitors seemed to know the local geography well enough to gain access for free. Despite this, attendance at the first Sandown Park Model Symposium was obviously very high on both days with the packed crowd stretching from the race course barrier to the front of the grandstand and beyond. The club made a good profit and 37 traders exhibited. Sandown Grandstand and spectators: -



The souvenir programme for the first show, and those to follow, had an introduction by Vice. President Ted Cotton. For a while from 1977 the introduction was by EMC President Councillor William Gibson, who was a great help to EMC in the early days.

Initially, due to the nature of radio control equipment back then, it wasn't practical to fly model aircraft at the same time as running boats or cars. In the first year the boat pool was constructed on the race track in front of the stadium and flying

ceased while the boat pool was active. R/C cars were operated on the tarmac in front of the Grandstand to the right. There was a R.T.P indoor flying display from Harry Butler in the Upper Trade Hall.

In 1977 the show was opened by Sally James the star of ITV's Saturday Scene and TisWas, who had a go at flying an R/C trainer in front of the grandstand. (It is believed this was televised). The number of trade stands had gone up to around 50. This was the first year that C/L aircraft were flown at the show: The 'Outlaws' Combat Team from exhibitor Wonder Wings gave a demonstration of combat flying. They went on to perform at Wembley before the Cup Final, and used Sandown Show for practise. This took place on the parade ring.

In 1978 there was a commentary by Julie Dawn, a BBC 2 radio personality.

In 1979 the boat pool was moved to the back of the grandstand, next to the parade ring where C/L flying took place. There were now around 80 exhibitors and the programme described the show as "One of the finest and largest of its type in Europe". Again, the announcer was Julie Dawn. The souvenir programme was now larger, and featured a colour glossy cover, price was 30p.

In 1980 R/C cars were demonstrated in two locations: the original area on the tarmac in front of the Grandstand and, also on the Upper Terrace at the rear of the Grandstand.

In 1980, while the boats were active and radio aircraft couldn't be flown a control line demonstration by EMC members was held on the race track using Wonder Wings Aerostars and Irvine 40s that had been donated by Ron Irvine of Irvine Engines.

Around 1980 the Esher club pulled out of running their shows at Kempton Park, which left our Sandown shows as the only such show in UK at that time. We found that some clubs from outlying areas without model shops would hire coaches to attend our shows and stock up with modelling goods for the coming season.

In 1982 we introduced a moveable runway that was laid out on the racetrack to eliminate previous take-off problems. Albert Briggs estimated that it cost around £30,000 to put the show on. About this time Albert retired from his post in telecoms at Scotland Yard and moved to Redruth, from where he continued as Chairman of the club.

In 1983 Mark Saunders was put in control of construction.

In 1984 The souvenir programme cost 70p and was increased in size to A4 format. Hanno Prettner from Austria first appeared at our show in 1984, and became a regular over the next 13+ years. He was seven times World Champion in radio aerobatics. He was well liked. At the club stand Hanno would politely and patiently answer questions from the public. He was eventually made an honorary member of EMC. World helicopter champion Ernst Heim appeared at this show, as did the Japanese Kalt Helicopter display team for the second time.

In 1986 Albert Briggs was taken ill before the show and was recovering in hospital for 3 months after a major operation to his spine, followed by complications involving kidney failure. Mark Saunders, Len Drudge and Colin Lucas rushed down to Redruth where Albert was living and took over running the show. In 1986 Colin Lucas and John Beckinsale had taken over as display commentators from Dave Bishop of DB Sound. In later years Steve Price and Barry Apostolou did the commentary.

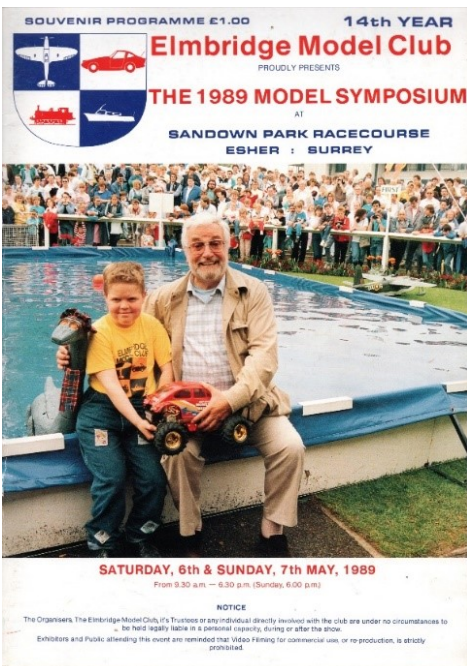
In 1988 famous TV and radio comedian Michael Bentine opened the show along with Ruth Lyon the Mayoress and announced to the assembled public and press how wonderful it was that the profit would be donated to charity. It looked like Albert Briggs was going to have a heart attack.



Comedian Michael Bentine with Hanno Prettner.

As in previous years we had a collection for charity. In 1988 it was for the Kidney Research Fund and we raised £1,500. Two 11-year-olds, Lindsay Jobling and Jonathon Lai Fang, who'd had kidney transplants had a go with a couple of R/C cars provided by EMC and to their surprise were given the cars to keep.

This photo from the 1988 show has: third from left at the top: Club President Councillor William Gibson. In the middle is Club Secretary Len Drudge, to the right of him is Club Chairman Albert Brigs. On the far right is Mayoress Ruth Lyon and her husband. The two boys are Jonathon Lai Fang on the left and Lindsay Jobling, mentioned in the above paragraph. The couple on the left are unknown. Also, in 1988 the first-floor catering areas had been converted to exhibition space giving a further 10,000 square foot of floor space which we filled with 13 extra trade stands and 12 display stands.



In 1989 for the first time the souvenir programme, price £1, had a colour photo on the cover. The photo was taken by EMC PRO Jim Shelton at the previous year's show and showed Micheal Bentine with 11 year old Lindsay Jobling at the 1988 show sitting by the boat pool with an R/C car and radio-controlled model of the Loch Ness monster "Nessie", which subsequently appeared in a Blue Peter TV show with club members wearing EMC sweatshirts.

Despite fully taking over the Cobham Hall we still ran out of space and had half a mile of stand and display frontage in the halls. There were 111 traders stands, 6 model related associations stands, 5 preservation societies and in the railway hall we had 12 railway layouts and a stand from British Rail Network South East.



In 1990 the souvenir programme boasted that we were the largest working model show in Europe. There were 21 new exhibitors. The colour photo on the front showed Albert Briggs, Hanno Prettner and Hanno's father Hans, all three wearing yellow Elbridge Model Club sweatshirts.

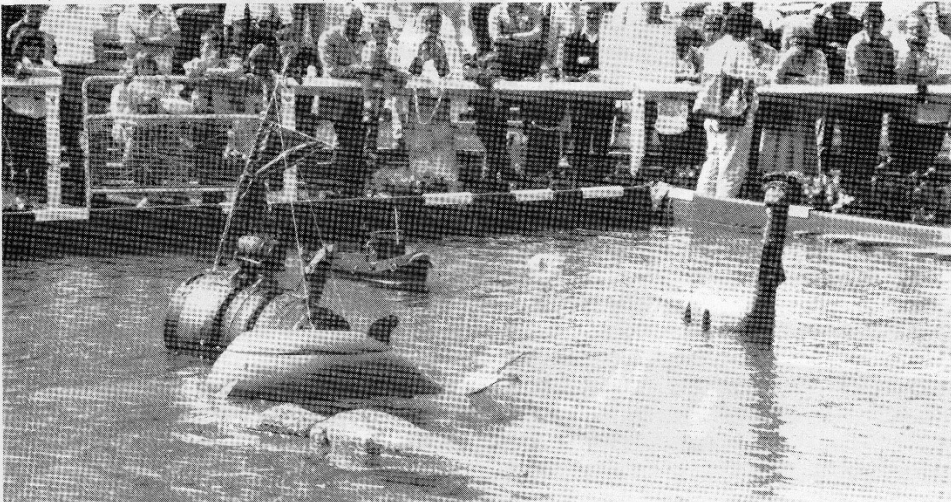
Albert's copy of the programme was signed to Albert by Hanno Prettner. The photo was taken by David Boddington, editor of Radio Control Scale Aircraft.

Also on show were the EMC 'Novelty Display' as seen on Blue Peter TV show earlier in 1990. By now the R/C car side

#### Radio Control Boats and Yachts

Whether its a Yacht speeding across the water with its sail billowing, a power boat crashing through enormous waves, or a scale ship perfect in every detail. Model boats and yachts have for many years been the favourite of many modellers. It is one hobby in which you will find people of all ages competing or just sailing together. There are four major classes of model boats. One of the most popular of these are the scale models, which range from tugs to warships, freighters to lightships. Some modellers build from plans and may take years to complete their latest creation or with the new vacuum formed hulls and almost complete kits modellers can now finish a vessel in a few evenings. If you are more interested in power boats you can choose from one of the hundreds of fibre glass hulls available or make your own. Most power boats are now powered by glow motors which are very powerful and robust.

Moving on to model yachts which with the use of sail and rudder have as much control as their full size counterparts and are just as challenging to sail. The last major class of boat are the fast electrics, these develop an incredible amount of power and are now as fast as the internal combustion engine models. I hope that one or more of these very brief descriptions will have wetted your appetite for the many exhibits and trade stands at the show and that you will spend some time by the boat pool watching models working. If the modellers by the pool can help in any way, please do not be afraid to ask questions. This year the Elbridge Model Club's own 'Novelty Display Team' as seen of 'Blue Peter' early this year, will have more strange floating objects on show. This year most of the Boat Exhibitors are concentrated into one of the new Cobham Halls on the first floor and include: Frattons, S.H.G. Marine, Deans Marine, H.F.M. Marine, Start Point, other Traders at the Exhibition, Ripmax, Robbe, Weston U.K. plus others.



Elbridge Model Club - just of some of our member's Novelty Models (as seen on Blue Peter).

of the show was operating on 3 sites all day long. It was also announced that Albert Briggs was retiring from running the Sandown shows, but would carry on as the Club's Exhibition Consultant. The ever-increasing cost and complexity of running the show was causing problems and Albert found the amount of paperwork involved was too much for one person to carry at club level. The profit from the shows varied. We took out weather insurance that paid out if it rained at 10am on the Sunday.

Once when this occurred the pay-out was the bulk of the profit that year. Sandown Park, as mentioned above, hadn't really thought of running any non-horse activities at Sandown, but following the success of our shows they realised there was money to be made by using Sandown as an exhibition centre. They also realised that they could make more than our original £2,000 by hiring out the property. The charge for renting Sandown Park had escalated to the extent that we were putting the finances of the club at risk.

In 1991 Argus Specialist Exhibitions offered to take over on provision that Albert Briggs continued as a paid consultant and the club members worked on the show itself, as before, for an hourly rate paid by Argus. We negotiated a fee to be paid to the club that was linked to RPI, which proved lucrative for us in the long run. This fee stabilised the EMC income for the years ahead and thus did not put the club funds at risk. This went well for many years.

The 1991 souvenir programme announced that in addition to the three halls we'd used up to this point, we now had the Ardross Suite. Apart from the Argus management the show on the day was largely run by EMC members as before. There were 117 trade stands plus 14 Model and Preservation Societies.

The minutes of a committee meeting from 12<sup>th</sup> June 1991 record that: *"R. Chesney estimated attendance at 22,000 to 24,000, which was an increase of approximately 1,500 over our best ever at that time"*.

For 1994 in addition to Hanno Prettner, who was here for the 11<sup>th</sup> time, we also had Curtis Youngblood from USA, the World model helicopter champion performing a flying display, as well as Bob Sims and Robert Gorham also top helicopter pilots from USA.

In 1995 Argus was now Nexus Special Interests. The souvenir programme for 1995 is signed inside by Hanno Prettner to Albert Briggs. (Bear in mind Hanno was seven times World Aerobatic Champion and well known for his sense of humour): *"Thanks for your nice fun flyer design – which I will try to fly. Hopefully my flying will improve ~~down~~ up to your flying standard! Your friend Hanno"*

The 1996 souvenir programme was also signed by Hanno Prettner for Albert: *"It was a good show '96; Colin did not crash any of Albert's models and Albert did not shock all spectators with his underground flying – trial!!! Your friend Hanno Prettner. Don't loose your trousers!!!"* (Colin was Colin Lucas)

In addition to Hanno flying at Sandown for the 13<sup>th</sup> time we had Cliff Hiatt the World Helicopter Champion flying as well. The show had now grown to such an extent that the model railway side of the exhibition was split off to its own Sandown Show held the previous weekend in conjunction with Hampton Court Model Railway Club. Hanno also gave Albert a signed photograph *"To my friend Albert – who invented flying with one aileron, Hanno Prettner"*

In 1998 Albert Briggs stood down from his position of consultant and this function was taken over by Ray Prince who had recently retired.

Our original agreement to have Sandown for two weeks before and one week afterwards had been cut down to a few days before and a few days afterwards, which meant that our own stands that we were using were no longer viable. We scrapped our stands and Argus, now Nexus, started using a professional stand erection company who could erect their stands in one day.

With the able assistance of numerous club members Ray Prince and Mark Saunders rented out the redundant EMC stands to stallholders. This side line grew until we were raising several thousand pounds for club funds each year. They were stored in a garage that Mark rented, and reused the following year. We were supplying the majority of stands at almost 100% profit each year.



In 2004 Nexus made several cut-backs, including cancelling the C/L demonstrations. This indicated that the shows were not as profitable as they once were, and Nexus pulled out after the 2004 show.

In 2005 Traplet, who had offered to run the show previously, volunteered to take over. We proposed terms based on an updated version of the Nexus contract for 5 years, also including RPI linking of the fee.

Following the show in 2006 Traplet said that after 2 years they couldn't carry on. By then other shows had sprung up which was reducing attendance at our shows and our show was now advertised as the largest in Southern England, as opposed to the largest in Europe that it had been at one time. Sandown had been saying that they would close the exhibition hall on health and safety grounds if the hall was overcrowded. We asked how many people would be allowed in, but they said they'd make a judgment on the day according to what they saw. This made it difficult to do a financial plan if we didn't know how many were allowed into the exhibition hall. This combined with ever increasing rental charges for Sandown brought our shows to an end and the Committee decided not to try and find another sponsor.

At the time of the last show in 2006 our show was the biggest show in Sandown's calendar.

When one passes Sandown Park these days and sees an exhibition on there one wonders if it is due to us putting the idea in Sandown's mind all those years ago.

(After we published the fact that there would be no more shows we received the following from an attendee: -

*"I have just discovered from the web site that the Sandown yearly meet ended with 2006. I have been to every one and I wish to thank all concerned with organising these events. I have taken my children, grandchildren and now I had hoped to take my great grandchildren, OF WHICH WE HAVE 6 1/2!!! These were great events, enjoyed by many and it must be with great sadness that you have been forced to discontinue them. I would appreciate you informing me if you decide to continue on a smaller scale elsewhere.*

*Thanks again for many memorable and enjoyable days."*

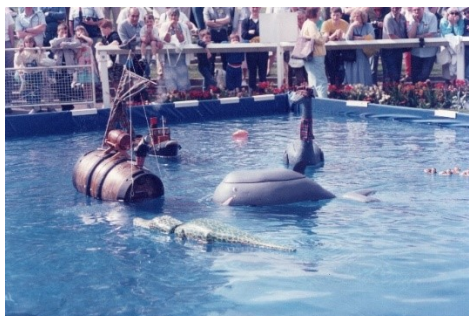
And from a Colchester Club member:-

*"I am more than happy to go on record to say that the club's involvement in these events and by extension of course the Model Symposiums was probably one of the great collective boosts to modelling in this country across so many of the disciplines that sadly I doubt we will ever see the likes of again in this country. I for one have a great many fond memories from the events and made a great many friends some of whom are no longer living, that I shall remember for my life.).*

### **Club Displays at Sandown.**

#### **Boot Pool**

Boat Pool 1988, note ducklings on right hand side





## **Control Line.**



On the parade ring we would perform demonstration control line flying and let the public have a go with some trainers. The demonstration flying consisted of the usual aerobatics. Also, we'd fly up to five Irvine 40 powered Aerostars simultaneously chasing round chopping off crepe streamers. We had a British international combat flyer, Mark Woolcomb, do nail-biting aerobatics with a very fast combat model. The training sessions were very popular and at one show we gave almost 200 training flights to the public over the

weekend. On one occasion racing driver Ayrton Senna had a go with the trainer. He was well known as a model flier, and had flown control line back in Argentina. We'd sell kits for the trainers accompanied by a document we'd prepared telling them where to purchase everything necessary to complete the model, how much each item would cost, and how to fly it.

## **4. Elmbridge Model Club Helicopter Fly-In.**

These were held in the centre of Sandown Park Race Course in September/October, from 1985 to at least 1988. In 1986 *"there were nearly 90 helicopters at this event and all the English top fliers were to be seen"*

At the 1988 event we handed out cheques to local charities that we supported: £500 to Hatchford Park Disabled School, £500 to White Lodge Disabled School and £1,000 to Esher Kidney Fund. The donations were part of the profit made at the Sandown Show.

## **5 National Model Makers Festival at Pontins Brean Sands.**

This festival was used by Pontins to extend their season. The club members would turn up on the Saturday (or some of us on Friday) sign post (road signs) the flying sites, and set them up.

There were three official slope soaring sites,(Brean Down, Crooks Peek and Brent Knoll ), these were unmanned.

There were three official fixed wing power sites, (The Beach, Brean Down farm and the scale site at Mark), these were manned by two club members.

A helicopter site at Diamond Farm was also manned.

Cheddar Reservoir was used for float planes, unmanned. It was the furthest away site. Andy Kiddell and Mark Saunders signed posted it only to climb the bank and find it empty, Albert was delighted, but thankfully it was usable by midweek.

The club also ran boating sessions on the swimming pool, in the evenings. There was a shallow outside pool to use during the day.

The control of 27 mg and 35mg frequencies were the main issues, along with unpredictable weather and dubious accommodation, we were watching the TV in one of the chalets on the beach side of the site and were complaining about the picture quality only to realize, sand blowing through the cracks in the building, and across the screen, was the problem!

George Mordey and Mark Saunders did a demo on the swimming pool where his freighter exploded, (a shotgun shell), belched smoke which was extinguished by Mark's tug's fire hydrant and then towed in by the tug, it usually went well!

We cleared the sites and road signs on Saturday and the club then put on a display (with the models we had left) for the Civil Service Motoring Association who had a weekend meeting at Pontins.

From Colchester MAC:-

*“Elmbridge I know was involved in organising aspects at the time, especially the model flying and flying sites, etc. I know that the likes of Albert Briggs, Ted Galbraith, and others put a lot of effort into the event, my own mother was one of the craft demonstrators for a number of years. The Elmbridge Club Treasurer at the time (name sadly escapes me now) was one of those very active with Harry Butler undertaking electric round the pole flying which got me and my whole family hooked on this fun aspect and I still fly RTP this day and passed that fun on to my own children. For me personally I also started to enjoy the DPR Chuckie flying, and Kite flying courtesy of John Gatt.*

*The one big memory was that the aforementioned Elmbridge Treasurer had been flying off the beach site when several of the fliers got caught out by the tide and had to abandon their cars to the sea; his own about four weeks new Ford Escort Estate being one of the cars. I think this was the first of several occasions over the years when modellers got caught out by the tide or got their vehicles stuck*

*Elmbridge's involvement not only massively raised the club profile but also helped I think to develop the Brean modelmaker family, that has created friendships that last to this day still. It was almost an annual ritual to book up for the next year before leaving the festival. People would also inevitably meet up at the Model Engineer Exhibition in London after Christmas, and then at Sandown and/or at Hemsby in May before Brean in the September.”*

## **6. IMEE exhibition at Alexandra Palace.**

We as a club we were involved in one way or another at IMEE's numerous venues, Kensington Olympia, Sandown Park included, in numerous capacities. Sometimes we just had a stand, but often we supplied the boat pool, or supplied it and ran it. Mark Saunders even thinks that we once supplied the runway from Sandown Park. We did run the flying on numerous occasions, and were paid, with many club members devoting time to its organization.

A couple of times Paul Eisner and Dick Miles flew C/L Combat indoors in the hall at Alexandra Palace. (Yes, really!!)

A group of EMC members worked there for a week. Barry Apostolou & Colin Lucas did the commentary for indoor flying on the ice rink and a C/L auto gyro was flown made to look like helicopter.

## **7. Purchase of Chapel Farm and Thorpe Lake.**

By using the profit from the above shows, supplemented by a mortgage, the Club purchased a flying field in 1995 in Ripley at Chapel Farm.

For a number of years, the air section had operated from various rented properties. In the 1982 Sandown Programme there is reference to us having two flying sites “in the Cobham area”.

One of the sites had been Chapel Farm in Ripley. On the day we found Chapel Farm, when Mark Saunders was aircraft secretary, there were a number of members out in pairs looking for a field. We were flying at Downside, a site we had previously used and was a quagmire in winter Those involved in the search for a new field were Mark Saunders, Dave Duncan, Paul Lidster, Andy Kiddell, Ray Prince, George Mordey and possibly Reg Hawkes.

David Duncan and Paul Lidster had found it. It was being farmed by Mr McClane senior, but owned by a man called Mr Huston, an ex-RAF officer, so more than willing to help us. He lived in Ripley, so we went to see him, and he agreed to us renting the field. But the farmer was worried about squatters' rights. We eventually lost use of the site.

In late February 1995 one of our members, Phil Penn, spotted a for sale sign at Chapel Farm. This annoyed us somewhat as the sale agent involved in the sale had been charged with keeping us informed of such property coming onto the market. Chapel Farm had been well liked by the membership. It was also considered big enough to build a lake on.

It was to be sold by auction on 7<sup>th</sup> April. This gave us 40 days to get everything in place for the auction, so we proceeded at breakneck speed. It should be remembered that few people had email or video conferencing back then, so everything was done by phone and letter mail. After many phone calls amongst the committee members the club secretary Ray Matthews, who was not known to the agent, agreed to approach the agent as a private individual without mentioning the Club's name.

At the 8<sup>th</sup> March Committee meeting Ray Matthews presented the sale description received from the agent. It didn't look good as the covenant restricted use to equestrian/agricultural usage. The brochure said the land was expected to go for £78,000 and the seller was open to offers prior to the auction. Ray was instructed to show our hand and make an offer of £70,000 on 9<sup>th</sup> March. This was rejected as were further offers of £80,000 and £95,000.

In late March We wrote to Guildford Borough Council Planning Department to see if they had any objections to the land being used for model recreation. This was a 12-page document outlining our plans to use the site for flying model aircraft; to build a lake; to build a car track; to build a railway track and to build a clubhouse. Guildford Council replied, in writing, to our letter stating that "*... it may be feasible for the land to be used for open recreational use involving remote controlled models without causing a nuisance...*" and that they had no objections to our proposed application. This was taken as a tacit agreement that there would be no out of hand rejection of planning permission and cleared the way to proceed with the purchase.

Mark Saunders also went to see the local councilor who lives 200 yards away from the field and discussed our plans and she had no outright objections.

We contacted Mr. Huston, and asked if he would allow model use on the site in the covenant. The auction details cannot be change once issued, but once again he was very helpful and said, "If you ask at the auction to allow model use you won't be disappointed!" This was taken as a yes, unless the covenant was changed bidding on any of the land would be out of the question.

5<sup>th</sup> April: Club A.G.M. The auction was two days away. There had been no Committee meeting since 8th March, but over the phone we had decided that, bearing in mind what had happened with other fields, not to say where the field was, or how much our limit was, in case this should get back to other bidders. We told the Club the general location and roughly what was involved.

7th April. The Auction. By then Ray Matthews had a bank loan ready, numerous club members also said they would bankroll any shortfall and a tentative change to covenant agreed. We agreed, by phoning round the Committee, what our maximum would be.

We took our lawyer to the auction. At the start of the auction various requests to change the covenant were made, including clay pigeon shooting, all were refused by Mr. Huston. Our lawyer then stood up and asked if model use would be allowed. Mr. Huston said it would. and we were free to bid. This may also explain Trust House Fortes reluctance to outbid us as they would also have needed to get the covenant changed.

Chapel Farm as a whole was up for sale in one go comprising seven lots on the other side of the A3, and four lots on our side that we wished to purchase. The whole site was put up for sale in one lot. As the hammer fell we were devastated, thinking we had lost this opportunity to fulfill the club's main

ambition. Then it was announced that the site had failed to reach the reserve and would be sold off in individual lots.

The seven lots (Lots 1 to 7). on the other side were auctioned off first. David Thorpe as club treasurer was calculating the acre price of these lots since we needed a guide to the expected cost. Ray Matthews was to do the bidding. We also had our solicitor from Bosworths there, to ask the question about the covenant, and agree the covenant change should we be successful in our bidding. The auction was also attended by Phil Penn.

We sat with Ray in front next to the solicitor. Mark Saunders was behind Ray so Ray could concentrate on the auctioneer. Mark would kick Ray's chair when to bid, when instructed by David, and while watching the other bidders. David was next to Mark on the calculator. David calculated we could just afford the 51 acres we wanted, at the average the previous lots, 1 to 7, had been sold for. The first field, along the A3 and Rose Lane, Lot 8, went for more money than expected, due to Trust House Fortes interest. The next two, the fields we fly in, Lots 9 & 10, fortunately went for under the average. David gave the nod that we could go for the Buffer Field Lot 11, running up to our neighbour's house. We could have let this field go but we would have been vulnerable to whoever bought it complaining about our activities. It was also far better to be able to control the boundaries, as far as possible. (The rest of the boundaries being roads). The chair was kicked, and the club purchased Chappel Farm, at a price just within its budget.

In the middle of the auction Sue from Riding for the Disabled was trying to get Ray to rent her the field. So, we also left the auction with our first tenant at a time when the club needed every penny, and the solicitor agreed the wording of the covenant change in the Land Registry.

We held an EGM on 10<sup>th</sup> May at Sandown Park (The Show was on 13<sup>th</sup>&14<sup>th</sup> May) concerning the purchase of the four fields at Chapel Farm, and an increase of the membership joining fee from £30 to £90 was passed by 65 votes to 15.

The Land Registry document is dated 2<sup>nd</sup> June 1995.

The first planning application was submitted on 3rd September. This was a 100 plus page submission prepared with the active aid of the B.M.F.A.

Subsequent to the purchase Ray Prince, Mark Saunders and others went to see the local residents to allay their fears. There was no violent objection to us using the site, we had used it before with few problems. Many seemed glad Trust House Forte didn't get it.

Following acquisition of Chapel Farm planning was undertaken to excavate a lake at Chapel Farm.

The Marine Section had been renting the Thorpe Lea Lake, a gravel pit owned by Redlands since at least late 1974, and the 1982 Sandown Programme mentions us also using the Top Deck swimming pool in East Molesey for boats and cars.

The club had a series of 10-year leases on the lake, the last being from 1993 for which a letter survives and mentions a 3 yearly review and rent linked to RPI. At one time EMC offered to buy it off Redlands but this was refused. Then out of the blue in 1998 Redlands offered us the lake as a quick asset sale, because they were being acquired by LaFarge. The freehold on the lake was bought with the aid of a loan from a member's father.

The Land Registry document is dated 28<sup>th</sup> September 1998.

Due to the hard work and diligence of the club members, and committee in 2005 the mortgage and loans on Chapel Farm and Thorpe Lake were paid off and the Club became debt free.

## **8. Development of Chapel Farm.**

The steering committee formed after the purchase to oversee the development was: -

Mark Saunders	Chairman
Ray Matthews	Secretary
Peter Dicker	P.R.O.
Ray Prince	Treasurer
Brian Hunt	Outside finance
David Thorpe	Planning

Originally Sue from Riding for the Disabled rented part of the field from 11th May 1995 until 9th April 2000 to breed docile cob ponies, to be used for disabled children. Following this there were other tenants.

Currently part of the site is rented to a farmer who sub-lets it to horse owners for grazing. His agreement with us involves him taking a cutting of hay from the field in late summer and also to maintaining the hedgerows both inside and outside the site.

Grass mowing equipment was acquired and runways were laid out and mowed. A vibrating road roller was acquired and used to level the runways. Guildford Borough Council approved the planning application for use as a model flying site with I.C engines only on Wednesday Friday and Weekends. Silent flight on any day. They also approved the installation of two containers, but insisted that an old hay barn in the North West corner of the flying field was removed.

We tried numerous ways to bring all facilities on site for little or no cost, gravel raising, joining with an already established car club, we tried to get a model railway club to come on to Chapel Farm. (A letter exists concerning the impossibility of using Chapel Farm for this railway, or anything else except aircraft for that matter). We drew plans for the site as a whole and a club building. the local councilor had already explained that as a recreational facility we would be able to build “facilities that are essential for our use of the site”.

With the purchase of Thorpe Lake, shortly afterwards the main driver for securing the clubs facilities on one site, was less pressing.

Car parking was created using scalplings etc with an entrance off Grove Heath Road. Mark Saunders obtained a large amount of metal shelving. We held a work party welding each sheet together, pinned it down with reinforcing rod bent over and covered this with scalping’s this prevented the scalplings sinking into the soft ground and this still forms the base for the entrance and drive.

Initially we had the containers parked next to the entrance of the site and the car parking was very soft and limited.

In the early days we had little financing. All works were undertaken by members free and willingly without reimbursement to the members.

A deep trench was dug over a full weekend to install our water supply at the field, Mark Saunders being taller was the only one you could see it was that deep.

The guys worked for weeks fitting out the Chapel, nearly everything being donated by themselves.

The first container was bought in 1998 and the second larger container in 2005.

Liam Walsh spent a lot of time dealing with possible problems from the planning point of view. He was made aware of the fact that if the containers had been welded together, they could be deemed not to be movable and incur planning issues. So, he bolted them together, to avoid possible problems in that respect, to create a large club room and separate storage for Mowing equipment etc.

In 2017 The Club agreed with UK Power Network that it was viable to instal a supply from the Grid utilising a service to the Little Chef premises on the BP Service Site. David Jeffs approached Guildford Borough Council and obtained approval to build a termination cabinet on our green belt land. Proposals were made regarding the installation of the approved mains supply but this was never accepted.

At the same time as the Electricity debate a hiatus developed over the extension of a Public Footpath (FP69). An interested “Rambler” wanted FP69 routed away from the A3 slip road and onto our land. This was eventually resolved by the matter going to the Secretary of State to be approved and the new route on our land from Rose Lane, around the BP site to exit onto the road past houses onto Grove Heath Road was established. No one has ever been seen using the said FP69!

In September 2021 a container was purchased for the storage of a new Generator for the site and in December 2021 a new Generator was installed. Heating and lighting were upgraded in the club container.

We have acquired a Gazebo/Marquee for the site that currently remains in storage in the container.

The site is well used when the weather conditions are favourable.

## **9. Development of the Lake.**

Mark Saunders took over as marine secretary from Alan Greenfield in 1979. Redland had planted a few trees to meet their planning obligations. We first built a jetty to be able to safely launch boats, over time various jetties have been built, the most significant being one built with ex railway sleeps obtained by Len Drudge, he worked for the underground. A group of us members went to the maintenance dept, somewhere in London and obtained many of the heaviest, most tared railway sleepers you can imagine. Scaffold polls were driven several meters into the lake bed, cross rails added and the sleepers were laid over these cross rails. While This allowed the jetty to be raised or lowered only at the expense of a lot of hard work by the members. This formed the main jetty for many years.

The marine section grew from a handful of members, until 115 marine members had joined by 1995.

There were some problems with space, the growing membership resulted in a second “scale” jetty being built and used to the left of the main jetty. And a section was cordoned off notionally or even sometimes physically to allow both scale and power boats to be used safely together.

For several years the annual marine section club barbeque attracted more than 100 attendees. The barbeque was run predominantly by Reg and Pam Hawkes.

Air section members, wives and children were encouraged to take part in a competition, with George Mordey, doing the main judging role, which was a three-person, relay race always with a non-modeling element, darts, model cars, archery or something similar this leveled the playfield and generally the competition was won by some of the non-modelers attending. As always numerous members also assisted in making each event enjoyable.

The club members worked hard to develop the facilities at the lake: maintenance, landscaping, a container was purchased, along with a number of rescue boats.

The car park was extended and, also extended to the left to allow continued use, if safe during times of flooding.

A number of scale members, built “novelty boats” ducks, Noas Ark, beaver, submarines, Nessie to use at the numerous shows the club attended and these became a firm favorite with the public.

Eventually we applied for planning permission to extend the lake for model power boat racing. This was refused.

### **10. Development of Car Track.**

Originally, we planned to have a tarmac car track at Chapel Farm. Permission for this was refused by Guildford Council, even though we planned to use green tarmac to make it blend in. Previously Guildford Council had agreed that Chapel Farm could be used for remote controlled models, which implied remote controlled cars would be acceptable as well as airplanes.

Several attempts were made over the years to get a car track built at Thorpe Lake involving another club but these did not come to fruition.

In 2019 Phil Upton commenced work on a proposal for a car track at Thorpe Lake and was appointed Car Section Secretary. He went on to successfully developed and build a car track at the lake and R/C bike track.

### **11. Control Line Circle – Fairmile Common Esher.**

As secretary of Esher MFC Ted Cotton had successfully campaigned at the old Esher Council, with the aid of Councillor William Gibson, for the provision of a tarmac control line circle on Fairmile Common, off what is now the A307, but back then was the A3. This was opened by the Mayor of Esher in 1961 and published in the local press, *Aeromodeller* and *Model Aircraft* magazines. When EMC was formed in 1974 EMC took over the control line circle as EMFC was by then predominately a radio control club.

In the mid-1970s the A3 was re-routed as a 3-lane dual carriageway. This cut partially through the original circle and made it unusable.

The Department of the Environment paid for, and built, new circles alongside the old circle. Under Chris and Derek Burleigh and Albert Briggs and Councillor William Gibson we successfully negotiated for the new site to be in the form of a tarmac oval encompassing two circles instead of the original single circle. This was completed in 1978.

The circles were extensively used for practice flying for National and International competitions as well as ‘sport’ flying. We also held two open control line aerobatics competitions there.

Two World Speed records were set there: Peter Halman in the 29 Speed class and Paul Eisner in the 15 Speed class.

In the mid 2000’s the Government body Natural England paid for the site to be dug up as a Site of Special Scientific Interest (SSSI) due to the presence of silver studded blue butterflies. This went ahead despite our case being that the butterflies had been there since before the first circle in 1961 and had not suffered due to the presence of the circle.

Attempts to find another site foundered on the fact that all Common Ground within the Elmbridge Council boundaries was declared to be SSSI’s and would be objected to by Natural England.

If we’d had the assistance of the late Club President Councillor William Gibson we may well have been able to influence Natural England to build a replacement. He had been a great help in getting the original circle built.

## **12. Competition successes.**

Over the years EMC has been one of the most successful competition clubs in Britain at both the National and International level.

### **Free-Flight.**

Paul Lidster is twice winner, in the early 1990s, of the Texaco Trophy at the SAM European Championships at Middle Wallop airfield. It is the oldest known trophy for powered models in the World having been first awarded in 1933 by Texaco Oil in The States. Deya Lidster, Paul Lidster's daughter, at the age of 10 won the Hilda Baker Free-Flight Junior Trophy at the SAM European Championships in 2002 with a model built by herself. Her winning time in the Junior event was good enough to earn her 3<sup>rd</sup> place in the Senior event. The trophy was presented to her by Vic Smeed who designed the model.



### **Marine.**

(*Circuit Racing* is sometimes known as *Heat Racing*, it is limited lap oval racing whereas *Endurance Racing* is around an 'M' course with race time of either 20 or 30 minutes in duration.)

At World championship level we have had World Champions in both endurance & circuit racing: Zak Humphries, Martin Fields & Phillip Fields.

At National level: Grahame Morgan was our first National Champion in 1996, then Chris Alder, Martin Fields, Phillip Fields, Keith Burgess, Leon Morgan, Zak & Dave Humphries, Julian Warmesley, Paul Day, Adrian Marshal, Les Wall & Derek Owen.

All current Circuit Races, at National level, are held at our club lake.

The Endurance Races are held at a number of lakes across England organised by various clubs.



EMC members Grahame Morgan on the left and Graham Kearsy winners at the ACE Club 2-day competition that was held at our lake that ACE had hired for the competition. ACE installed a stand pipe on the hydrant at the entrance to industrial estate for those camping.

**Continued: -**



## Radio Control Aircraft.



Terry Melany was World Champion in the scale class in Reno Nevada USA in 1982. The British team, with Terry in it, also won the team prize at those Championships.

(Reno's altitude is 4,505 feet which caused some problems in taking off, due to lack of air density, and some models failed to complete a loop and hit the ground).

## Control Line Aircraft (C/L)

Paul Eisner was twice World record holder in C/L speed 15 class, Peter Halman was World record holder in C/L speed 29 class. Paul's second world 15 record (208 mph) was set at the club's Fairmile Common circle, as was Peter Halman's 29 record. This photo shows Paul flying on the Fairmile circle. The model can be seen top left.



Club members Paul Eisner, Peter Halman, Dave Brewin and Dick McGladdery were members of the British Team many times over the years at World and European Championships

For 13 years in a row the British C/L Speed Team, with EMC members in it, won Team Gold at the alternating European and World Championships.

From left to right Dick McGladdery, Peter Halman and Paul Eisner at one of the European Championships.

World Champions in C/L speed: Peter Halman 1994, Paul Eisner 2016.

National Record holders: -

Paul Eisner - 049 Speed, FAI 15 speed, Open 15 speed.

Peter Halman – FAI 15 speed.

Dick McGladdery – 29 speed, 21 speed (piloting for Don Pearson from another club).

Dick Miles – Formula 40 speed, Open 40 speed.

Martin Radcliffe - 60 speed, Formula 40 speed (piloting for Geoff Paige from another club).

National Champions (The following members were many times National Champions in some of the events listed):-

Paul Eisner: 049 Speed, Open 15 speed, FAI 15 Speed.

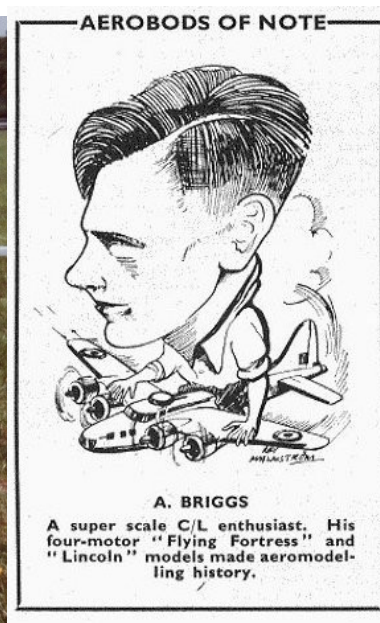
Dick Miles: Formula 40 speed, Open 40 speed.

Martin Radcliffe: 60 speed, 40 Rat Team Race (pitting for John Dixon from another club), Goodyear Team Race (piloting for John Dixon from another club).



Dick Miles with his record breaking 200mph 40 powered Model and Martin Radcliffe with Nationals winning 60 powered 'Clockwork Orange'.

### **13. Albert Biggs.**



Without Albert's drive and ambition the club would not be what it is today.

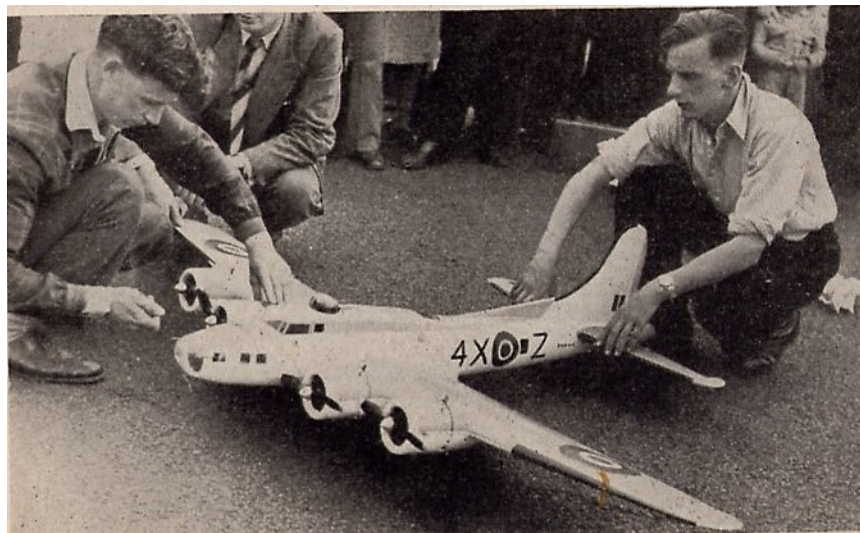
Albert John Patrick Briggs. Was born 26 Nov 1926, Battersea, parents Albert A.F. Briggs and Ellen Dwyer.

He married Gisela 'Ella' Matilda Dau in 1953.

Albert passed away 17 Mar 2002 Royal Cornwall Hospital, Truro.

Albert took up model flying at the age of 10 under guidance from his uncle. In the late 1940s he was flying multi-engine C/L scale models, and in 1951 flew a scale C/L Flying Fortress, in Coastal Command Colours, on the South Bank and at Wembley stadium as part of the Festival of Britain.

This *Aeromodeller* photo of Albert, on the left, was taken on the South Bank during the Festival of Britain.



During the Berlin Airlift he was in the RAF and was based in Berlin. He would be rowed out on a lake in Berlin to repair faulty radios on Sunderland Flying Boats that had flown in from a river in West Germany.

It was in Berlin that Albert met his future wife Gisela Matilda Dau aka Ella.

Albert features in some Pathe News films flying a C/L 4 engine Avro Lincoln Bomber and the Flying Fortress.

In the late 1960s *Aeromodeller* said "No Nationals is complete without Albert Briggs' Flying Fortress".

In 1969 Albert was in the British Team flying C/L scale with a twin-engine Bristol Brigand at the C/L Criterium European Championships in Genk, Belgium. He came second to another British Scale flier.

He became an accomplished R/C flier and flew a radio version of his Flying Fortress and converted a C/L Blackburn Transport to R/C that he flew with the Redruth Club where he was living in later years.

#### **14. Club monthly meetings.**

**Molesey Football Club.** This was where monthly meetings were held on the third Wednesday of the month in the Club Room from 1974 to 1987. EMC was affiliated to the Molesey Football and Social Club. EMC members were entitled to use all the facilities of the social side of Molesey F.C., 7 days a week, including the bar. At the monthly meetings we had the Club Hall for Round The Pole (RTP) flying. Occasionally we'd fly the EMC C/L club trainer on the football pitch. Committee Meetings were also held here.

**An old Tote building in the middle of Sandown Park (1987-?)** Due to the popularity of the Club Meetings, they were now held twice a month on the 1<sup>st</sup> and 3<sup>rd</sup> Wednesdays. Committee Meetings were held here on the 2<sup>nd</sup> Wednesday. We had a fridge there for cold drinks and provision for hot drinks. The railway members constructed a model rail layout the full length of the long side of the building. In the summer we flew R/C bungee gliders, chuck gliders and an early form of electric C/L flying outside the club room in Sandown Park. Every month secretary Len Drudge would call the meeting to order and outline to the club what was discussed at committee meetings and progress on the Sandown Shows.

**Continued: -**

## **15. Past Committee members.**

In the first committee there were no members that were retired apart from Ted Cotton, who passed away in 1980. This meant the load was heavy for the committee members with running the Shows and running the club. Consequently, the turnover of committee members was high in the early days.

Len Drudge was the second of our committee members who was retired and had more time to dedicate to the club. The others before him were all working full time. His tenancy of the role of secretary lasted for 10+ years and brought some stability to the club and committee.

### **Trustees:**

1974: Ted Cotton, Albert Briggs, Phil Maddocks.

1983: Albert Briggs, Geoff Hazelwood, Dick Large.

1995: Albert Briggs, Martin Radcliffe, Ray Matthews, Paul Lidster.

2022: Barry Apostolou, Martin Radcliffe, Richard Adams, Paul Lidster.

**Chair:** Albert Briggs (1974–2002), Mark Saunders (2002-2008), Barry Apostolou(2008-2012), Steve Price (2012-2024), Paul Lidster (2024-).

**Vice Chair:** B.J. Robertson, Martin Radcliffe from 1978.

**Secretaries:** Eddie Withall F.Inst.L.Ex (1974-1978) , Phil Maddocks (1978-1980), Rose & Paul Wilson (1980-1983), Jayne Lidster (1983-1985), Len Drudge (1985-1994), Ray Matthews (1994-?), Ray Prince, Steve Price (-2012), Barry Apostolou (2012-2023), Peter Howe(2023-).

**Treasurers:** Ken Dalziel, Bill Abbott, Derek Burleigh, Alan Bott, Phil Maddocks, David Thorpe, Ray Prince, David Jeffs (2009-2024), Les Christian (2024-).

**Membership secretaries:** Charlie Weekes, Tony Handley (2000 to 2021), David Ebdon(2021).

**Newsletter editors:** Richard Chesney, Peter Gain.

**PROs:** Phil Maddocks, Gary Hope-Murray, Major A.T.E Turney. Dudley Elston, Jim Shelton.

(NB Ray Prince and Mark Saunders have the distinction of serving as both Marine Secretary and Air Secretary).

## **16. Fetes, Shows and Charities.**

As a result of the Sandown Park Shows EMC was often asked if we could give demonstrations at Fetes and Shows and such like. Also, the club had sponsored charities over time and we gave demonstrations at the charities.

### **White Lodge disabled Centre, Chertsey.**

### **Hatchford Park disabled children's home, Ockham Lane, Cobham.**

We performed a R/C Aircraft demonstration there, also we flew control line on the lawn at the back of the house and R/C cars on the terrace between the lawn and the house. One of the children was heard to yell out "Give it some welly" when the cars were in action. (Hatchford Park is no longer a disabled children's home, and was up for sale).

### **Southborough Boys School, Tolworth Surbiton summer fete.**

We flew control line there and Harry Chan and Colin Lucus flew helicopters.

We arrived in Richard Dockerill's V8 Dodge Charger. Someone was heard to say "Here comes the Mafia." The head asked us not to run anyone over, to which Richard replied "I'll keep it in single figures."

### **Wandsworth Fete.**

We flew control line here on a football pitch. A helicopter pilot from another club gave a demonstration. It was part of a larger fete with other attractions performing on the site.

### **Wimbledon Fete.**

This was on a small park so was only control line. We let the public have a go with the club C/L trainer. One young man came out with a pint of beer in his left hand and flew it with his right hand. A young lad flew it with both hands and made machine gun noises as though he was flying a Spitfire.

Albertt Briggs flew a C/L aerobatic model belonging to a club member and did a successful touch-and-go full bore on the grass.

### **Fete in Kent.**

This was purely control line. One of the models was an aerobatic American P40 Warhawk, which the kids called a Spitfire. Dick McGladdery carefully explained it was not a Spitfire and described the difference between a P40 and a Spitfire. No sooner had he finished than a P51 Mustang flew over and one of the Dads said "Oh look, a Spitfire".

### **Ripley Rocks and Ripley Fete.**

The date of these is uncertain, but the Committee Minutes of 14<sup>th</sup> June 2006 say: "*Mark Saunders said that he had been contacted by the Ripley Round Table regarding Elmbridge Model Club attending the Ripley Event. Mark asked if the club would be attending. It was agreed that the club would attend the event and Mark agreed to inform the Ripley Round Table accordingly.*"

The last reference to us running the events was in the Committee minutes in 2019

They were attended by the club as a PR exercise, a lot of Ripley's great and good ran or attended and being part of it gave us a presence in the community and was invaluable for both the planning application and securing a place in the community, we would put on a display and run children's boats and a car track for the public.

This relationship was built on after Liam Walsh enquired about the possibility of renting the Scouts marquee for our open day, not having much money to spend Liam looked for a way that both organisations could benefit, and the children's boats and cars were the perfect exchange of resources.

This ran for several years and included not only our children's boat pool but our children's car track as well. The cars ran on a large carpet with a surround made by Roy Staff who also maintained the boats and the cars. £1.00p per go was charged with half supporting the event and half going to club funds, often around £200.

We also benefited from a greatly reduced hire of their marquee and loan of chairs and tables for our open day.

Another benefit, though never needed, was the support this gave us within the local community through our positive relationship with the Venture Scouts who tended to include everyone of note in the local community.

### **Ripley Fete.**

This normally followed a few weeks after Ripley Rocks. We normally just used the children's boat pool for this but displayed static models as well. We did try once to run model cars but early on a collision between a model car (8th scale?) and an elderly lady brought this to an end.

Enthusiasm slowly ran out for the effort needed to run such events and sadly our input declined and we no longer support Ripley Rocks and Ripley Fair

Lots of members helped in both Ripley Rocks and Ripley Fair but Andy Hook, who always gave his time and effort on set up and take down and Roy Staff who did a massive amount of work looking after the boats and cars before, and on the day, helped tremendously to integrate our club into the Ripley community. We still benefit from this today.

### **Dave Bishop Sounds Show at Plumpton horse race track.**

The control line section was paid to appear in breaks in the flying of R/C models. Dave Bishop had also invited the Dutch R/C Pulse Jet fliers to perform. This did not go down too well with one of the neighbours.

### **Addlestone Scouts.**

This was another event that followed on from our flying at Sandown Park. We were asked twice to give demonstrations of control line flying at Addlestone Scout grounds in Addlestone.

### **Kew Bridge Model Boat Show – 12/13 June 2004**

