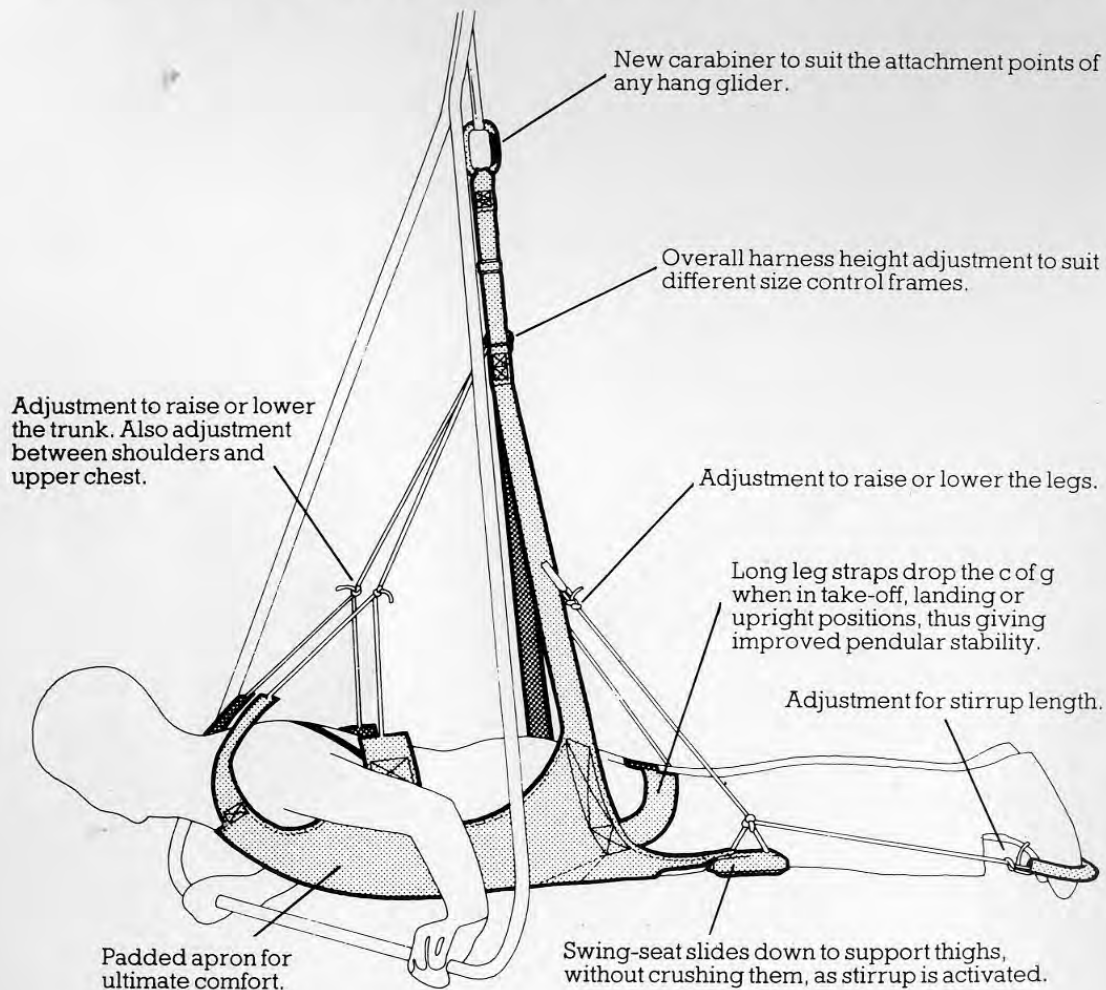


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Cover

Graham Slater individual winner in the America's Cup

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Johnny Carr

Contributors

Judy Reynolds, Peter Harris, Jeannie Knight, Johnny Carr

Editorial

The recent A.G.M. has brought some new funds into the Committee.

Chris Burslem, who engineered the Beachey Appeal and 'starred' in Southern Television's Day by Day film as Press Officer, Eddie Horsfield as A.T.C. Officer and Mac Lane as Safety Officer.

Mac, a registered instructor is also filling a new post of Flight Training Officer for the club. Next month Mac will be introducing himself and putting forward his proposals for helping the intermediate flier obtain his pilot wings.

Following an Air Traffic Control meeting held at the Dyke recently, Eddie Horsfield will be reporting on what he hopes will be an acceptable A.T.C. system.

Johnny Carr has completed negotiations for New Timber Hill. This westerly site is now an official club site but only on a trial basis for twelve months. It was only thanks to the casting vote of Brighton Town

Council's Chairman that the vote went in our favour and already local residents are petitioning our removal. Therefore the future of this site is in balance.

The agreement with the National Trust is for flying to take place on no more than 48 days a year. This averages to four days a month so don't fly the site unless it is a westerly or it is not possible to fly the Dyke. At present top landing only is possible. If you are forced down, don't land in any field that has horses in.

One of the Council's worries was over car parking. Johnny suggests that if you want to fly New Timber, go to the Dyke first, leave your car there and arrange for a group of you to take one car to New Timber. You may park on the grassy bank opposite the entrance to Saddlecombe Farm. Do not park in the farm entrance or in the lay-bys on the road.

A fuller set of details will be given in next month's magazine.

KOSSEN '78

JUDY REYNOLDS

Ren should be writing this article really but getting him to put pen to paper is really impossible. Apart from that it should be written from a flyers point of view, but seeing none has been forthcoming, I shall just have to do my best. Well as Ren has been flitting around the world so much this year, to different comps it was hard to decide which one to join him on, but after counting up our pennies it seemed that Kossen was the only one within our pockets, and seeing it was the European Championships it had to be good.

It took a lot of preparation and arranging before hand and it was thanks to Roy Hill and Chris Johnson that it all went off to plan. There were four vans in the convoy down to Kossen, and after nineteen weary hours of driving we finally arrived. Our hotel was nicely situated within a few hundred yards of the competition area, nice planning from someone. This of course made it a lot easier for the flyers, so there wasn't any long haul with the kites, and the girls could come and go as we pleased. The hotel proprietress



KITES AT THE TAKE OFF AREA

Mrs. Astel, was extremely welcoming, and so were her two daughters, much to the delight of the lads, and even if we did have the odd late night, curtesy of Mick Maher on guitar, and Bob England on penny whistle, she was very understanding.

Kossen itself, was a very pretty little town, with gaily painted houses and shops, and plenty of restaurants. Prices were very high, so if you are thinking of visiting future comps there, take plenty of cash, as even a cup of coffee can cost 60p. The only night life in town was one disco, and even this wasn't exactly what you'd call lively, but there was always the restaurants, which weren't all that expensive compared to other things, like beer at £1 a glass.



MICK MAHER TAKING OFF FROM THE MOUNTAIN

Well enough of promoting the town, and down to the comp. Well we arrived a week previous to the start of the comp so there was plenty of practise time for the flyers. The first day was unbelievably hot, and the thermals were popping, or so they say. All the flyers rushed off up the mountain, via the chair lift, none of that awful climbing involved out there, they do things the civilized way, especially when its 3,500ft. to the top. The lads all had a great day, thermalling into cloudbase, but like all good things they come to an end, and the following day the thermals had all disappeared. Even though it was fairly hot the wind had dropped, so it was top to bottoms for the rest of the week, all good practise for the spot.

The comp started on the following Sunday and all the hundred odd flyers gathered at the base of the ski lift, quite a sight as you can imagine, needless to say the British stood out far better than any of the others, mainly due to their extremely smart looking outfits, consisting of red flying jackets, white T-shirts and jeans.



THE BOYS!

Task one consisted of 360s round marked pilons on the landing area, followed by a spot landing where possible. Unfortunately owing to bad organisation on the Austrians part, we didn't score the points we should. This was due to the Austrian flyers doing their 360s anywhere they fancied doing them, and also having their girlfriends and wives doing the marshalling, who were so busy chatting to one another, that they



LANDING AREA

were oblivious to what was going on above them. Naturally the British did the usual neat league 360s, and in doing so lost a lot of height, and points trying to line up for the spot. Never the less, even with these unfortunate happenings we still managed to pull through. The next task was taking off from the mountain, flying out towards the village, and passing over as many pilons, which were laid out in a field, as possible. This all went well, and we thought we had it sown up, but the Austrians had other ideas as we soon found out the next day, when the scores were put up in the competitions headquarters. Apparently we had been knocked down a few places by the Austrians, and as they charged £15 to put in a protest, who was going to argue with them, they certainly know how to run comps, especially to their advantage, these Austrians.

By the end of the week, there was quite a lot of mixed feelings between flyers, due to this bad organisation, but on the whole we did pretty well, especially



MICK EVANS

as Mick Evans was lying second in class three, and Bob England second in class two, with Johnny Carr fourth. The trophies they received, were well worth the agro it took to win them, and a big thanks should go to Roy Hill and Chris Johnson, for all their hard work and words of encouragement throughout the two weeks.

TREASURERS REPORT

1978

1 NOVEMBER 1977-31 OCTOBER 1978

<u>Receipts</u>		<u>Expenditure</u>	
In hand at 1 November 1977	£831.51	Payment to Farmers	£1203.00
Membership Subscriptions	2903.27	Windsock	497.21
Interest on Deposit Account	149.87	Stationery & stamps	355.74
Adverts in Windsock	131.50	Club Insurance	221.00
Cash on hills	50.00	Beachy Head expenses	136.84
Sale of badges	48.49	Committee members' expenses	120.59
S.H.G.C. League 1978	44.56	Toys, Christmas 1977	60.00
Disco	38.45	Nov. '79 Yellow stickers	59.40
Sale of books	8.40	Mill Hill expenses	21.33
Crop landing fines	8.00	Hire of meeting rooms and projector	20.73
		M/ship refund fees paid in error	12.50
		Funeral expenditure	11.00
		Books	10.00
	<u>4214.05</u>		<u>2729.34</u>
Bank Deposit Account transferred to Current Account	1000.00	Halifax Building Society	1500.00
			4229.34
		Excess of Income over Expenditure	984.71
	<u>£5214.05</u>		<u>£5214.05</u>

Analysis

Excess of Income over Expenditure	£984.71
Halifax Building Society	1500.00
Interest on account at the Halifax	51.29
Payments made in advance to farmers	<u>158.33</u>
	<u>£2694.33</u>

Assets

Badges, 412 cloth @ 60p; 202 vinyl (screen) and 241 vinyl (hat) @ 20p	335.80
Nov '79 yellow stickers	50.00
Office trolley	33.76
Stamps and stationery	18.00
Fencing for carpark at Ditchling	9.40
Addressing machine	<u>5.00</u>
	<u>£451.96</u>

Membership

Full membership paid up to 31st. October 1978 - 239

A TRIBUTE TO MILES HANDLEY

FROM JOHNNY CARR

I would like to thank Miles through our magazine for all the good work he has contributed to hang gliding. Many of the newcomers to our sport will not know that Miles was one of the first people I met in hang gliding in 1974 when hang gliding had only just started on the South Downs. He and his wife Jill were both founder members of the club and with help from others ran the S.H.G.C. in the early days with Jill as Secretary and Miles as Safety Officer.

Miles started hang gliding by building his own Standard Skyhook from plans. When I came into the sport Miles was one of the few people who could soar. He was one of the real aces you could say. When I got my CB 240 (wow) he gave me a lot of good advice and encouragement. He also gave me a lot of support and advice whilst flying his new designs. First the Gulp 1975; Gryphon I 1976 and Gryphon II 1977. I think it is fair to say that Miles has made an incredible contribution to hang gliding as we know it today. We will miss his expertise in the field of development and design of new gliders. I would just like Miles to know he has got a lot of friends in hang gliding and we hope that although he has now gone into sailing he will not break away completely.

Two weeks ago I had a phone call from a guy who was given my number by Miles Handly. This man had phoned Hiway and told them he had acquired a hang glider that had a tail plane. He described it and Hiway gave him Miles Handly's number. As he said it was an orange colour, Miles told him to ring me. Anyway when I received the call I confidently said no way could it be mine because only two weeks previously I had taken it down to the tip and dumped it personally; so it couldn't be mine.

There was 2 seconds silence. Then, ah well, I went down to the tip and saw the Council worker trying to fly this funny looking object in the Council yard. He went on to explain that they had rigged it up and someone was hanging on to the triangle bit and he was running, with a person on each wing trying to get off the ground!



JOHNNY CARR FLYING THE GRYPHON

He thought it was too good to throw away and donated £5.00 to the tea fund. I explained he would be better off taking it back to the tip but he said that although he's not really interested in hang gliding, all he wanted to do was play with it over at a farm he knew that has a gentle slope on it. He said that he had seen hang gliding at the Dyke and I promptly told him not to have ideas about taking it there. He assured me he couldn't hack the height anyway. I tried to encourage him to go to a school and join the club but he is going to play around with the Gulp first. (Silly man could be making a distinct error).

I rang Miles to tell him all about it, we had a laugh and I asked him what he was doing with himself these days and he told me that he was into sailing now and was dropping out of hanggliding which I thought was rather sad. I am happy for Miles because as he explained he was getting too worked up about flying anyway and Jill and himself are both enjoying sailing.

Good luck to them both.

S.H.G.C. A.G.M.



1978



Minutes of the ANNUAL GENERAL MEETING
held on 11 November 1978 at Clare Hall,
Haywards Heath

1. MINUTES OF the AGM of 1977 were agreed

2. CHAIRMAN'S REPORT

The Chairman outlined the work of the Committee over the last twelve months. He advised members that the position on sites had stabilised although the sites at Mill Hill and Beachy Head were still under the threat of closure by the district councils. He anticipated, however, that the councils would not make much headway in the next twelve months. Johnny Carr reported his last site success to the members, announcing that Newtimber Hill was merely waiting on Brighton Council's approval.

The Chairman congratulated Southern Club members Keith Reynolds, Graham Slater, Johnny Carr, Mick Evans and Mick Mayher on their international competition successes. Thanks also went to Chris Johnson for his work as team manager, and to Jeannie Knight for her work on BHGA Council, and to Anna Blemings for her work on Windsock. He also welcomed Malcolm Honeychurch as a new BHGA Council member and thus an ex officio member of the new Committee.

3. FINANCIAL REPORT

Peter Day reported that the financial situation to date compared favourably with the situation at the last AGM; however, the figures were not directly comparable as there had been a change in the membership structure. Furthermore, no payment for the use of Firlie had been accepted by the landowners agent.

Acceptance of the report was proposed by Vince Hallam and seconded by Malcolm Honeychurch. The report was accepted nem con.

4. ELECTION OF COMMITTEE FOR 1978/79

Tony MacLaren was elected Chairman (proposed John Ievers seconded Peter Day)

Tony Fuell was elected Secretary (proposed Peter Day seconded Chris Burslem)

Peter Day was elected Treasurer (proposed Johnny Carr seconded Malcolm Honeychurch)

Johnny Carr was elected Sites Officer. Peter Banks assistance with the post was gratefully accepted.

(proposed John Ievers seconded Tony MacLaren)

Anna Blemings was elected Editor of Windsock (proposed Tony MacLaren seconded Peter Day)

Mac Laine was elected Safety Officer (proposed Barry Bourne seconded Malcolm Honeychurch)

A new post of ATC Officer was created:

Eddie Horsfield was elected ATC Officer

(proposed John Ievers seconded Barry Bourne)

Chris Burslem was elected Press Officer

(proposed John Ievers seconded Tony MacLaren)

5. AIR TRAFFIC CONTROL SYSTEM

It was generally agreed that the system was largely inoperative for the past twelve months. However, it was expected the situation would improve with the instatement of the new ATC Director. Vince Hallam outlined a system with special arm badges. Peter Day, however, felt that this system had not worked well at the outset of the scheme. Steve Hunt reminded members that the support and good intentions for the scheme at the general meeting were not reflected in pilots' attitudes on the hill. He went on to address the meeting on the desirability of windsocks and defined take off and landing areas. He further suggested that sanctions should be operated against those pilots infringing the ATC rules.

6. MEMBERS' MOTIONS

Chris Burslem proposed that a Flight Training Officer should be instated; this function may be covered by those of the Safety Officer. This motion was seconded by Jim Pedrosa and carried by a large majority. Chris Burslem went on to propose Mac

Laine for the post of Flight Training Officer and the motion was carried 24 to 16 against.

Tony Fuell, although unable to attend the meeting personally, submitted the following resolution: 'That the Club congratulates those of its members who have done so well in international competitions this year, and resolves to play its full part in ensuring British success by running a) a league entry competition, and b) a league event, on SHGC sites'. He added a note to the effect that he had found it practically impossible to conform to the requirements imposed by the last AGM. He further stated that if there were any motion seeking to amend his resolution, he would like his resolution withdrawn. The resolution was seconded by Johnny Carr.

There followed a discussion on which the members aired their feelings on the last League competition and their ideas on future policy. Many members felt that the international competition justified holding a similar event next year; other members felt that the impact of the League on some of the more 'sensitive' sites would jeopardize the Club's continued use. Members were more concerned with the long term implications of large competitions than with the disruption of flying on the days of the competition. Mark Woodhams proposed an amendment to the effect that the competition should not interfere with the members' ordinary flying, nor jeopardize the tenure of sites. This motion was seconded by John Ievers. Johnny Carr was offered the opportunity to withdraw the original motion but declined. Jeannie Knight proposed a further amendment, seconded by Mark Woodhams, that the organiser of the event shall be a non League pilot, either past or present. Both amendments, and the new resolution, were carried.

The meeting closed at 10.00 pm.

Nil wind the great leveller (or Mere '78 for me)

PETER HARRIS

Take a good Ridge - rustle up a force 4 to 5, hurl off a mixed bunch of fliers and without any trouble at all you can pick out the experienced from the intermediates.

Some will go up - and all hugging up the lift seeking out the thermals and coming in for two-point top landings. Others will soon miss out on the lift band after a sketchy beat or two, bottom land soon afterwards.

I am one of the latter.

But reduce the wind to a mile an hour and we're all the same - to the frustration of the exalted and to the delight of the novices - it reduces us to the same level - nearly anyway.

So it was as I drove into a still, sunny, balmy Mere early that Saturday morning in September.

I munched a hearty breakfast in silence in a little cafe in Mere town centre, listening to all the technical talk coming from nearby tables, fliers all of them with years of experience. I felt humble and decidedly inferior. Me - an E.P.C. freshman with a seated standard, a top to bottom man. I decided there and then that if I made a hash of it I could always slope off quietly and anonymously. After all it was a 'fun event' it said so in 'Wings'. I just wished that amongst all those dozens of kite carrying cars there was just one more intermediate like me!

After booking in at a cosy little guest house I made my way to White Sheet Hill which was bathed in summer sunshine. Below it a blaze of colour - tents, cars, marquees, gliders, vans, people and children. On the Ridge itself a few intrepid pilots had already rigged up. The very, very slight wind was off the hill, of course.

Nine a.m. and cars and vans were rolling up all the time and everyone - fliers and non-fliers, wives and girl friends were rustling around in a relaxed sort of way - including me. In no time at all I made friends and I was beginning to feel part of it all despite my comparative inexperience, but as the day wore on I found quite a few fliers about my rating and I was feeling happier.

I made three free flights on Saturday - top to bottom of course, but then everyone else was bottom landing as well. Having seen so many experienced competitors, flying advanced machines, miss the triangular target landing area during the course of the day, I was sufficiently encouraged to put my name down for the timed precision event next day - cheeky!

Sunday morning - no practice flights, off I went on my task straight off. Still hardly any wind at all and take off from a different launch area. To my utter amazement I landed smack in the middle of the target area. True it was a heavy landing - nose plate 3 feet into the sunbaked ground - it took two men and a horse and rope to extract us - the kite and me!

But I made it!! Scoring an incredible 35 points.

The hot sun had plinked off a few blobs and one had lifted me on my final approach - just when I didn't want it!

I waved triumphantly to the lads up on the hill and I grinned at the marshals just ahead of me. 35 points - well - well.

There are some great little West Country pubs in Mere and what better break than an ice cold lager (or two) and a pub lunch and plenty of non-stop chat with the lads and the locals.

Another four free flights during the Sunday completed my participation in the event. My name wasn't called out when it came to the presentations, but I was happy to see Tom Knight - (who with Jennie had schooled me up to E.P.C.) called up again and again. He was loaded up with boxes of Embassys. He being a non-smoker I hung around hopefully being a smoker myself. He didn't cotton on so I sloped off sulking.

No records were broken with the cross country event or for the K.O. distance owing to the absence of wind. The sight of all the multicoloured gliders on the hilltop and the endless succession of flights held the interest of fliers and non-fliers alike for the entire weekend. Soaring was out except for an unexpected breeze-up on Saturday evening, but most of the visitors had packed up and gone into Mere to watch the carnival - a happy colourful and musical procession followed by a big booze-up all round, with a disco in the

Market Square.

Jeannie did a great job marshalling as did so many other public spirited folk without whom the meeting just couldn't have happened. My thanks and congratulations to Garth and Bob and all the others who worked so hard before, during and after the event.

As it was the first rally of its kind that I had attended, I found it well organised, the sun shone all the time, my accommodation was cheap and very good. I enjoyed joining in and most important of all everyone was friendly and helpful. Despite the absence of wind and obvious disappointment to the advanced fliers everyone else seemed to enjoy it.

So if you have never been to one of these meetings - and you're hesitant about going - don't be. Even if you're a seated, intermediate, top to bottom, standard man like me you will enjoy it - so go to the next one.



UNKNOWN FLYER LOOKING FOR THE BEER TENT!

B.H.G.A. NEWS by Jeannie Knight

Meeting held on November 5th 1978.

A two-day event is planned for the BHGA annual general meeting, which will take place at Warwick University, on the outskirts of Coventry, on March 31st/April 1st. Club representatives will be able to meet and put forward ideas to Council and full details will be published shortly in Wings!

Malcolm Hawksworth has resigned from Council and a replacement is being sought to fill his place - preferably someone who would be willing to chair the BHGA Flying committee. Anyone being seconded to the position will stand for official election at the AGM.

Gerry Breen's school, the Welsh Hang Gliding centre, has been deregistered from BHGA following failure to comply with training requirements. Ashley Doubtfire's school, the Birdman Flight Training school, was recently re-registered following a similar deregistration for a number of deviations from the training requirements.

John Hunter has expressed his intention to resign as BHGA Accident Prevention Officer. At the same time, Reggie Spooner reminded Council that there had been 14 claims for personal accident insurance so far this year - and that over a period, Underwriters had received £30,000 in premiums, but paid out £32,000 in claims. There had been nine fatalities within the sport this year.

A disciplinary committee system to deal with rogue flyers has been established following a paper submitted to Council by Jeannie Knight and Tony MacLaren. The functions will be to hear individual complaints against decisions and also complaints brought against individual flyers or BHGA members.

BHGA is to finance Rhossili as a national site on an experimental basis. This means that whilst it is in operation, flyers will no longer have to become members of the Welsh club to fly there. Flying will be free to all BHGA members.



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Airmail

Small Ads

Dear Editor,

Could I trespass on your columns to express my heartfelt thanks to everyone who helped myself and my family cope with the consequences of my accident at Beachy Head on November 6? By the time this appears I hope to be out and about again, although probably not flying by then.

Diane and I were quite literally overwhelmed by offers of help and sympathy - it's a very nice feeling to know you've got so many friends! Thank you all.

I was very sorry to miss the AGM, but I hope all went well. Thanks for re-electing me as Secretary (I don't think!). See you all soon.

TONY FUELL: 74 Eldred Avenue, Brighton.

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HIWAY SPECTRUM. Small multi-coloured sail must be highest performing intermediate around. Suit pilot around 10 stone £400. TELEPHONE: Andy Smith, 01-303-8255

SCORPION B. Very nice flier. Overdraft forces sale £350. B-bar and seated harness £15. TELEPHONE: John, Brighton 890594.

SKYHOOK SUPER SUNSPOT. Blue & white. Immaculate, only 15 flights and 17 hours flying. New kite forces reluctant sale £425. o.n.o. TELEPHONE: Guildford 61816, Alan Firth

VEGA 11B. Red, gold, lemon and white sail. 1 year old £350 o.n.o. TELEPHONE: Lindfield 3468, Graham.

DESIGN A CLUB TEESHIRT

Use the Club symbol or S.H.G.C. in your design

Use up to 3 colours that can be worked onto a

number of background colours

Winner receives a FREE teeshirt

Send entries to the Editor

APPLICATIONS

Name Address

.....Tel No

MEMBERSHIP £5.00 Signature Date

I agree to abide by the rules of the club

Flying Membership/Glider Registration (Note, this costs an additional £15.00)

NB:—Any person wishing to fly a hang glider on sites controlled by SHGC must possess either personal flying membership or a glider registration covering his machine. A sticker will be issued by the Treasurer to denote payment: this must be displayed when flying. All British nationals and permanent UK residents flying SHGC sites must be BHGA members and EPC holders. Glider registration will only be issued for BHGA registered or approved gliders: each pilot in a syndicate must either hold SHGC membership or be covered by a group Affiliation.

Flying Membership	<i>OR</i>	Glider Registration
Name _____		Make _____
BHGA No _____		Model _____
EPC Date _____		Serial No _____
Signature _____		Sail Colours _____
Date _____		Pilots _____

As all memberships start on November 1st of each year, the following table will enable new members to work out their subscriptions for joining the Club at any time during the year.

(joining before)	Nov 1	Dec 1	Jan 1	Feb 1	Mar 1	Apr 1	May 1	Jun 1	Jul 1	Aug 1	Sep 1	Oct 1
Membership	5.00	4.51	4.10	3.69	3.28	2.87	2.46	2.05	1.64	1.23	0.82	0.41
Flying membership or glider registration (additional)	15.00	13.75	12.50	11.25	10.00	8.75	7.50	6.25	5.00	3.75	2.50	1.25
Total	20.00	18.26	16.60	14.94	13.28	11.62	9.96	8.30	6.64	4.98	3.32	1.66

Please send me	Number Required	Total Cost
Cloth badges 60p each
Vinyl badges for windscreen 20p each
Vinyl badges for helmets 20p each

When completed please post to the Treasurer

Peter Day, 31 Christchurch Gardens, Epsom, Surrey