



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER



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Dave's "Divulgences"

On Saturday 7th June Bob, Carole and I went to the Biggin Hill airshow. It wasn't too bad, but over the years it seems to have gone down the pan. Most of the aircraft were ten a penny except for a few delights i.e. a DC.6, an Albatross, an Avro Anson and a Nimrod, but the best thing was the bargains on the modelling front. A 1/48th scale Revell Black Widow for £6, on other stalls it was going for £20. All in all it was not a bad day.

On the club side I hope I can do the best for you all as I have done before as the club secretary. Alan did a lot for the club, but time wasn't one his side. I have more time available, so if you have anything to ask please do.

Happy Stickings

Dave

Peter's "Prattlings"

AGM

For those that missed last months AGM, where were you by the way? The following discussions took place.

Alan Carr stood down from Club Secretary and his post was taken over by Dave Ryan, as soon as he has re-applied for IPMS membership. Dave has undertaken the role before so he knows what is involved. All the other posts were filled by the previous incumbents; if only because there were no other takers.

A slightly wordy discussion took place (so what's new?) to clarify the position regarding the Miscellaneous competition categories. The end result being that Category 1 is specifically for military vehicles rather than armour as previously stated and Category 2 is for anything else, this will also include figures of military subjects. A discussion then broke out about diorama classification but no specific conclusion was drawn, I think the feeling was that there were so few dioramas entered into the competition anyway that the category they were entered into would be dictated by the main item of interest i.e. aircraft, military vehicle etc, and any uncertainties would be covered by the rule "The competition secretary's decision is final". I have included the amended rules for the competition on page 16.



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2002/2003 Competition Winners

Wally Arrowsmith Trophy for Aircraft	IPMS Hornchurch Trophy for Miscellaneous	Chairman's Trophy
I won this so you are thankfully spared a photo of this.	Brian Lay won this.	This was presented to the Ryan brothers, Dave and Bob, for their support of the club at many of the model shows over the year.



Military Modelcraft International

Pictures of the military models brought in for entry into this magazine should start appearing in the August issue of this magazine.

Southern Expo Club Display

It has been proposed that the next display for Southern Expo will consist of models from a certain decade e.g. 50's, 60's or 70's. Please think about what models you either have in the stash at home or would be prepared to purchase and model. Mick Pitts will be looking for some feedback very soon.

Mug Shots

Something I thought of would be to produce a mug shot gallery of the members of the club, the idea being that new members can then put a name to a face more easily. I'll be bringing the digital camera in and taking photos to be able to do this.

Sticky Fingers in Colour?

A question was asked at the AGM about whether we could print Sticky Fingers in colour. The discussion about this seemed to get a bit lost in the general hubbub. So what's the deal?

Currently I print and photocopy 40 black and white copies of Sticky Fingers a month. All of this is done for free using the facilities at my work place. Currently I think my manager has some idea



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that I do some printing and photocopying but not necessarily the scale. The ability to produce double-sided stapled copies of the magazine is a feature on the photocopier and cuts out a lot of the harder work required to produce this number of copies. If I was to produce Sticky Fingers with some colour this facility is instantly lost as an automated process. To run off 40 copies of the magazine takes me as a rule 3 or 4 days as I only do a run of 10 or so copies at a time, I do have a job to hold down and also don't want to tie up the copier for any great length of time doing what is in effect personal stuff. As I work for a large accountancy/audit company they are naturally fairly frugal with their pennies and we have had a run of "voluntary redundancies" recently and I wouldn't want to be volunteered for this scheme.

I can print some colour pages at work as we have a few colour printers which can do double sided printing, these are however still fairly rare and the owners of these printers are naturally suspicious of large print runs for non-work purposes, especially as the toner for these printers is more expensive than the regular black ones. I can therefore produce the odd coloured article, e.g. Lee Lacey's 8th Airforce Unit histories by doing small batches of printing out of hours when people are less likely to notice and producing black and white photocopied pages for the rest of the articles. To undertake this on a regular basis is not practical at the moment if I want to keep my job.

Bob Plumridge suggested that he could photocopy the colour pages for me. Seems like a good idea but consider the practicality, I would need to print a copy of each page where colour is needed, post this to Bob who would then photocopy it at best probably 5p a sheet, hopefully the copier could do double sided, this would work out at about £2 a month for each double sided page (Sticky Fingers averages at least 10 double sided pages on a good month i.e. £20 a month), and may also require a largish postage cost if Bob needs to send the copies back to me for additional black and white pages. It would also add at least a week to the schedule for publishing to give the post time to get between Bob and me, always assuming it doesn't get lost in the post! For a the odd page in colour I would still have to photocopy the additional black and white pages and combine and staple them together, not something I would relish doing at 40 copies a month on a regular basis.

What about printing the whole thing at home? I do have a colour printer at home, a trusty Epson ink jet. The ink cartridges for these cost about £26 for a replacement set and I suspect these would only produce about 2 months worth of copies at best. It would also not give the double-sided printing (thankfully I should still be able to get the paper for free from work) and would be very time consuming, as these types of printer are never the quickest in the world. Additionally I'm not sure that they are designed to be robust enough to handle this volume of printing either.

So in terms of practicality the way Sticky Fingers is presented now is best for me and hopefully for the club too. Colour may well be possible in a year or so if the business I work for decide that colour photocopiers are worthwhile. If this becomes the case and it is practical to get access to them I shall endeavour to make full use of this facility. In the meantime if you do have something that you feel either must or would be better printed in colour then I will print it separately to Sticky Fingers. Unless someone else wants to take over the process and the club is happy to fund the costs.



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Addresses

Could you all please check the address list on the table today and let me know if any of the details need changing, we've had a few instances where some of the phone numbers are slightly wrong. Please note my email address has changed slightly but will still get through for the moment if addressed to the old one.

Hannants Sale

Taken from the Hannants web site.

"Many thanks to all of you who attended our open day. A good day was had by all and following popular demand we have decided to repeat the Open Day on Saturday 23 August, the next Bank Holiday in the UK. More bargains, more special offers and 10% discount. Book the date."

I went up to the one they held recently over the end of May Bank Holiday. Although not spectacular in terms of overall bargains, mostly relegated to offers on decal sheets and a few Trumpeter kits, it was a good day out none the less.

Airfix Magazine

For those who haven't heard, Airfix Magazine will be resurrected in November at the IPMS Nationals, sorry that should be Scale Modelworld. The editor will be Neil Robinson, who until very recently was in charge of Scale Aircraft Modelling. The new Airfix Mag will be aviation only and produced by the Modelling Alliance Company (aka Aviation Workshop).

Peter

Ricky's "Ramblings"

So here I am 24th May driving up to Winterton in Norfolk for my annual holiday, only this time, I am going to make an enforced detour via Oulton Broad to stop off at the Hannants Warehouse. The fact that they were having a 10% off day had absolutely nothing to do with it. Now the last time I had been there must have been about three to four years ago and what a change. The amount of shelving had increased since then also a free tea and biscuits were on offer.

Suffice to say that I did my normal trick of going in just to browse and came away with fifteen models!!

Before you ask yes I fully intend to build every one of them.

Also last time there was a big space to one side of the warehouse but this was now filled with what looked like two full sized aircraft in pieces. Does any one have an idea what they were and why they are there?

Decal Alternatives

Here I hope to show that you don't need to rely on decals for giving that finishing touch to your model.



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I would like to describe a few tips used to paint markings on scale models. Many types of markings can be easily painted with only a little bit of patience.

When you have the choice of quality decals for just about anything nowadays why paint any markings?

You may encounter problems with the decals you have or build a particular aircraft not directly provided any kit.

Problem Decals

The first problem is the availability of the decals required. Do you have a decal matching the desired marking in the spares box, and is it the right size and in proportion to the markings?

Secondly how about the shape of the lettering? Decals can be made using graphics software and a printer; also a great deal of markings can be painted directly onto the model. The printing process can have its limitations. Some colours are not easy to replicate correctly in print, camouflage colours usually fall victim to these limitations.

Thirdly a big problem is that all decals are more or less translucent. For decals applied on dark backgrounds, the dark shade will normally show through, spoiling the intended impression of colour. Also, decals do not work well on complex surfaces with moulded detail or spinners, noses and edges. Decals need to be of good quality, and they require good preparation.

Clear decal film showing after the application, the reaction to decal setting solutions, bad quality decals printed off-register, curling or breaking and silvering are the areas, which are difficult to control. Usually decal application takes place near the end of the modelling project, so it is too easy to spoil the overall result.

Decals are great to use if they are of good quality and available. If not, you modestly accept the available decals, or the rest of this article might be of interest to you.

The Tools

To paint markings you will need a good quality masking tape able to produce perfectly straight, uniform and knife-sharp colour edges. The quality requirements for the tape are fairly simple.

The tape must be able to adhere tightly to the masked surface, but at the same time not peel the paint on removal.

It needs to be thin and elastic to follow the curves of your model.

It needs to be pre-cut on a piece of glass without loosing its adhesive abilities.

It must also have the perfectly straight edges as this will save you extra cutting.



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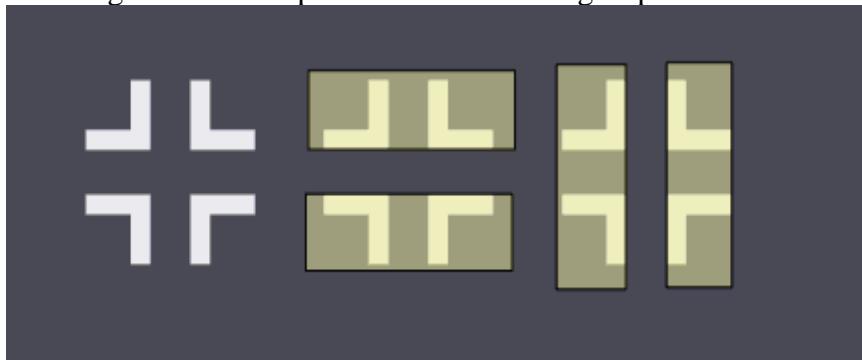
As for the tools, you will need a sharp hobby knife, a piece of glass or a ceramic tile for cutting the designs, a high quality measuring compass, a steel ruler and a Q-tip to press down the edges of your masks.

If you are using an airbrush then ensure you have perfectly sharp colour edges with no unnecessary build-up of paint or the paint running and creeping underneath your mask. Carefully remove all masks while the paint *is still wet* to prevent any paint build-up along the edges.

By sticking to acrylic paint for your markings you will gain much time as much of the masking and painting must be done in stages. Thinly applied, acrylics will dry to the touch in a minute or two allowing you to mask and spray several consecutive steps in a single airbrushing session. If you use oil-based enamels, you will usually have to wait overnight between the steps.

Concealing The Carrier Film

This is about improving a faulty decal rather than replacing it. While the setting liquids like *Micro Set* and *Micro Sol* are a good investment, sometimes they fail to make the decal carrier film disappear, leaving a visible layer of clear decal. In such cases the final coat of clear varnish may not conceal the decal area entirely. Another problem is silvering will occur if you're not careful with surface preparation for the decals. In the majority of cases, silvering is mostly seen on clear decal areas. Although it would add all too much extra work with designs, like Luftwaffe crosses, trimming out the clear decal film before applying the actual decal is the best method. The effective remedy is to paint over the clear decal film with the underlying camouflage colour. On Luftwaffe crosses first mask the horizontal bar of each cross with strips of masking tape, sprayed a thin coat of camouflage colour. After letting the acrylic paint dry remove the tape, re-mask for the vertical bar and spray again. The diagram below explains the two masking steps taken.



When masking over the decaled areas such as above, special care should be to prevent peeling off the actual decal when removing masking. Always remember to remove masking tape carefully! While improving decaled markings, the usual problem is the white colour of the decal tends to be extra translucent on dark backgrounds. If it is a problem you may still apply the decal and then over paint the white portions of it

Final result can be seen on the close-up picture



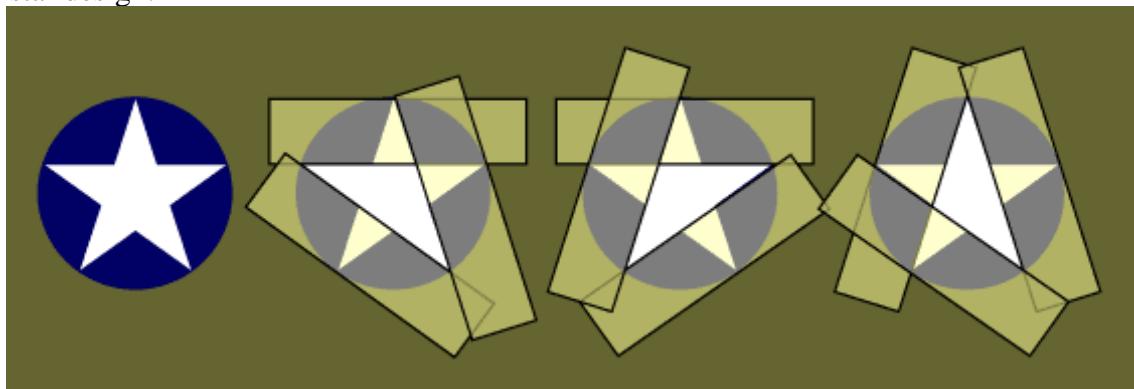
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Star Designs

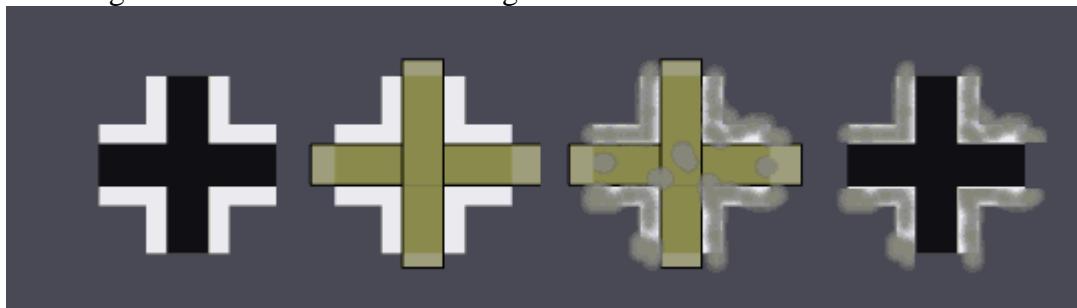
For more complex designs, painting in stages is essential. For example, the easiest way of improving the white of the USAF star would be to mask a series of triangular areas rather than the entire star design.



There is only one more masking and painting stage than in the previous example. Painting the star markings is less complex than it seems!

Field Repaints

During the war it was the practice of many forces to tone down the brighter elements of national markings for extra concealment. When done in field conditions, repainting of markings could often result in, non-standard proportions. In the picture below, the white of the fuselage crosses was roughly over sprayed with another colour. Use a standard cross decal and overspray it on the model, emulating the order of events on the original machine.



First apply an ordinary cross decal, then cut strips of masking tape to mask off the black areas. Given the small size of the area, pieces of tape of the width exactly corresponding to the width of



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the bars of the cross were used. First attach a few pieces of Tamiya masking tape to a flat piece of glass, taking extra care to ensure that all are dead straight. Then the exact width of the black area was measured and traced onto the tape, using a steel ruler and a sharp knife to carefully cut the strips.

After masking off the cross, its white surrounds are lightly over sprayed with the appropriate shade ensuring that the white of the decal still showed through in places.

Ricky

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June 2003

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Wrighty's "References"

Modelling late mark Focke Wulf 190 series engines – part 2

The FW 190 D-9 Engine Option 3

You may have noticed in last months "Master Class" article, I spoke of 3 options of displaying the engine, but only dealt with No's 1 & 2. The third option is the fully open engine on both sides and can be dealt with now. Actually a kit exists already in this mode, it is the Italeri 1/48th Focke Wulf TA-152H, this kit us the former Trimaster/Dragon kit and although the instructions do not include the engine the complete engine sprue is included. This engine is the Jumo 213F, the parts of which can be copied to make the FW 190D-11 engine. The 152H kit can be made and displayed in option 3, which once built will give a good insight in making and fitting the DB603 engine unit, which was fitted to the TA-152C.

The major difference of the 152H to the 152C is the different powerplant and the fact that the C has a smaller wing, which is similar to the D-9, but is slightly longer, it also has engine mounted cannons whereas the 152H has no engine mounted guns.

This posed the question, do you convert the 152H, by fitting the resin wings and nose if you can get them (at about £22), I could not, so I only had the option of converting the 190D which is a "Super Master Class" project, which took about 3 months, so you may now decide to give it a miss. What follows is how to do it, if you want to give yourself the ultimate test!

The Italeri FW 190D-9 Converted to the TA 152C

Part 1 is to lengthen the D-9 fuselage to 152 standard, cut the D-9 fuselage cowlings as described in the D-9 article (May 2003). The removal of both cowlings leaves the fuselage now level with the gunbay shelf. Cut 2 plastic card sections 10mm long and width to match existing fuselage in 1mm thick card and cement in place to gain the necessary extension of length. Now the engine and gunbay cowling top covers need to be extended. The difficulty of making a new plastic card part is the cannon grooves; to dig these out cleanly is not easy! So I decided to extend the existing part (D2) from 32mm long to 38mm with plastic card filled and sanded to shape, thus retaining the gun troughs of the original. The gunbay cover also needs extending, then the cannon bulges made up with filler and sanded to shape. The D-9 measures; 55mm overall, engine cover 35mm, gun cover 32mm; these need increasing to; 66mm overall, engine cover 35mm, gun cover 33mm; note the angle where the 2 covers join, thus the lower figures are 66mm overall, 39mm engine x 26 gun. The removed cowlings are now too small, either fit the removed sections from the TA 152H kit as I did (these are exactly right) or extend the removed D-9 cowls as necessary.

The fuselage is now ready, but the tail fin and rudder need to be reshaped making it wider but flatter in appearance, assemble the fuselage halves, after detailing the cockpit and cutting away the radio hatch door, build a plastic card shelf and scratch build a FuG/25 radio. Now give a suitable piece of sprue or spares box part to the leading edge of the fin, sand and shape, fill and sand until satisfied with the new shape of the fin and rudder.

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Part 2, the Daimler Benz Engine (DB603L)

This is made following the plan and details in the May 2003 article, the engine is made to the entablature stage as shown. However the entablature is now on the port side, so it needs to be made in full because it's now fully visible, also the engine bearers are a different shape, these are both made from plastic card to the shape on the plan, sprue edging is glued on to give the channel effect. A plan of the engine shows the supercharger casing to the back of the engine, the generator and compressor etc at the rear of the engine, the positions of associated pipework all this can be made from silver stretched sprue in the varying thickness. The oil tank of the Jumo 213A is not in this engine, an intercooler held by 2 bands is on the port side (sprue trees and paper) see plan and drawing of the 152C1. The 3 photos of the DB603L are (A) underneath, which would be totally visible with cowls open, (B) side view port showing position of the supercharger and its casing and pipework and (C) rear view showing the pipework, generator compressor and other bits, which can be made up from little bits of sprue or card.

Next make and assemble the front gear casing and test fit propeller as shown in the May 2003 article, try to make a good job of this as the gear casing will be partially visible.

Part 3. Engine Fitting and Gun Bay

The next part is to construct the framework that holds the engine bearers, made of 2mm x .75mm strip as sketch to suit internal sizes and angle of the fuselage extensions, the 3 support bars are stretched sprue, bore out 4 holes in section of strip cut off and fit one to each corner of frame, thus giving double thickness and a hole to receive new engine bearers. The frame is glued in line with fore ends of the extensions to internal surfaces, don't forget the circular LO box and copper pipe which disappears into the rear of the engine as does the block and shaft on the lower frame bar.

Assemble the bearer bars to the engine in accordance with the position of the intercooler and supercharger, noting the position of the prop shaft datum line (this is very important). Test fit the cowlings to set exhaust apertures, fit both sides and position through when closed. Hopefully (?) the bearers will now be somewhere near to matching up with the frame corners, if not cheat to get them to fit, glue in place and leave to set hard.

Now comes another difficult bit, the removed nose part, which effectively forms the radiator, has to be refitted to the fuselage, this cannot be done unless the engine top cowling (part D2) is fitted closed. Dry run with this cowling and the gunbay cover to determine positions, then the radiator nose is glued in place, to the end of the engine top cowling, now put this part to one side. Two small fixing lugs need to be made to accept the cowling and are glued to the top of the fuselage extensions both port and starboard, protruding forward about 6mm horizontally (see sketches).

Before assembling the propeller and this part it may be necessary to detail part of the gunbay whilst you have clear access (this will be dealt with later).

Now assemble the propeller and fit through the nose cone (using the open cowl flaps version), the radiator, grill and propeller shaft are then fitted, make a shaft backstop. Next the engine front



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gearcase forward face can be bored out, to allow the propeller shaft and backstop to nestle in the space created, thus allowing the propeller to turn.

Only after completion of the gunbay should this delicate section be assembled, we now have this whole front section hanging on two tiny lugs. This can be strengthened by making and fitting the radiator inlet and outlet cooling pipes between the radiator and the engine, this will stabilize the propeller assembly, nose and top cowling. Now the visible pipework can be added around the engine and beneath as necessary.

One final thing with the engine is that which ever cowling you use, the air intake is on the wrong side, blank off the aperture on the starboard side with plastic card, fill and sand to shape. The part side needs to have a hole bored in line with the centre of the supercharger; the existing intake needs lengthening but can be modified to make an intake for the DB603.

This is enough for the moment, you still have a months work to come, doing the repositioning of the wings and increasing them in size, also the full gunbay with guns to make and assemble. That will follow next month.

Alan

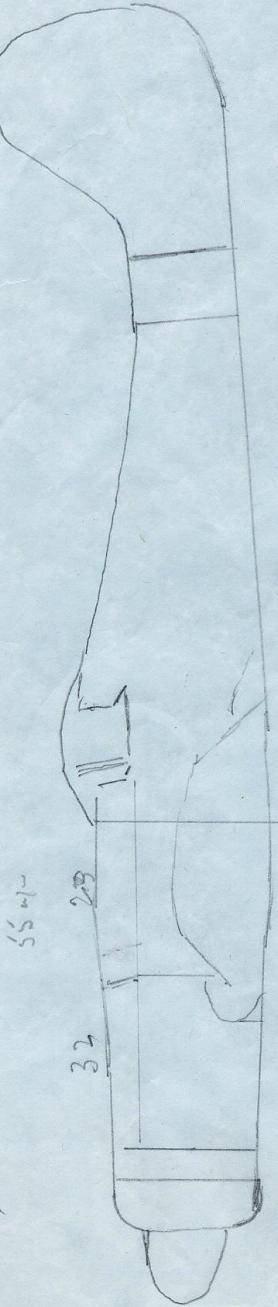
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FW 190 D.9. T.5 1/48



213-1/2

D.9.

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6x 33 5 $\frac{1}{4}$
H 11 0 $\frac{1}{2}$

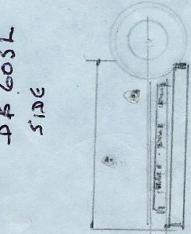
Arm 2 x 20mm 151
Can 2 x 13mm 1431

DB 603L
FRONT

DB 603L
SIDE

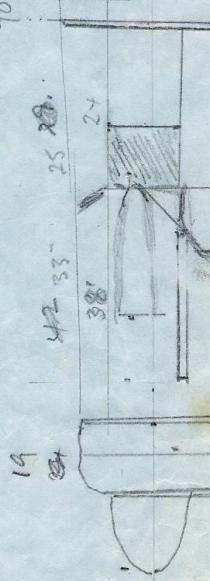


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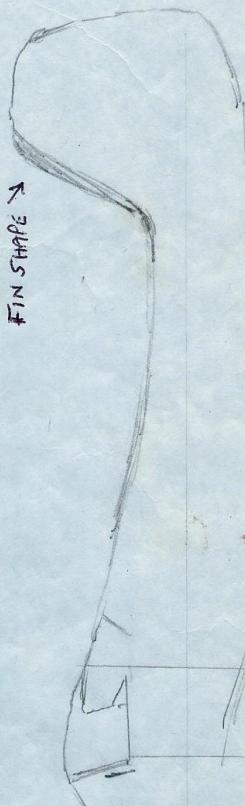
FW TA 152C
T.5 1/48.

90



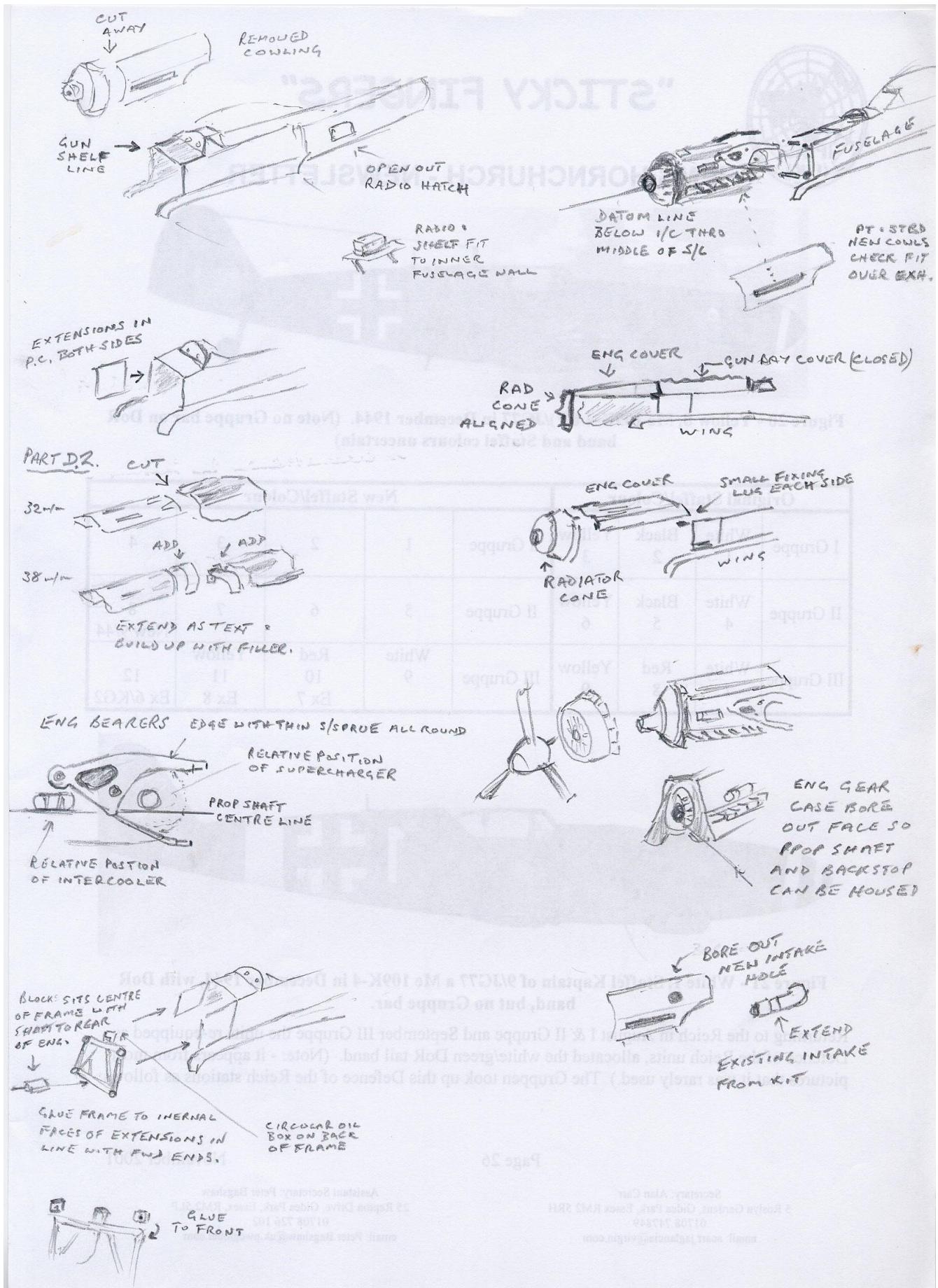
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MODIFIED
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OUT.





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Events Schedule 2003/2004

Items **highlighted** are where IPMS Hornchurch have space booked.

6 th July (Sunday)	IPMS Mid Sussex will be holding their annual show 'A Fort Full Of Models' at Newhaven Fort, Newhaven, East Sussex, BN9 9DL , on Sunday, 6th July 2003 from 10.00 to 17.00. Club stands, trade stands, private displays, full access to the Fort, play area for the kids, adequate free parking. For information, contact: stephen.bagley1@btinternet.com
12 th & 13 th July (Saturday & Sunday)	IPMS Durham , Hartlepool Borough Hall, Headland, Hartlepool . Contact B Watt, 38 Caversham Road, Chapel House, Newcastle-upon Tyne NE5 1JP, E-mail: nemis@lineone.net
20 th July (Sunday)	Model Mania at Cholsey School, Cholsey, nr Wallingford , Oxon. For more information call 0149 652 295 or 01491 652 536.
17 th August (Sunday)	IPMS Avon, Yate Leisure Centre , Kennedy Way. For enquiries call Phil 01454 850119 or email ipmsavon@aol.com
31 st August (Sunday)	Brampton Model Show – Priory Centre, St Neots, Cambridgeshire .
7 th September (Sunday)	IPMS Leicester Model Show , Wycliffe Rooms, Lutterworth , Leicestershire. The show will be open from 10.00–17.00. Contact Martin Connolly: telephone 01455 284600, e-mail connollymj@fsnet.co.uk
28 th September (Sunday)	St Edmundsbury Scale Modellers Show , at Moreton Hall, Bury St Edmunds . Contact Dominic Stevenson, 7 Silverdale Close, Ipswich, IP1 4JF, 01473 743189.
2 nd November (Sunday)	Elsecar Model Show , Elsecar Heritage Centre, Wath Road, Elsecar, Barnsley . Details from Martin Blundell, tel 01226 753649.
22 nd /23 rd November (Saturday & Sunday)	Scale Modelworld 2003 to be held at the Telford International Centre, Telford Shropshire
1 st February 2004 (Sunday)	IPMS Milton Keynes is pleased to announce the first show of the new year, ModelKraft 2004, which will be held on the 1 st February 2004. Bletchley Leisure Centre, Milton Keynes .



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Current Club Competition Rules

- The competitions are split into 2, the Wally Arrowsmith Trophy for Aircraft subjects and the IPMS Hornchurch Trophy for Miscellaneous subjects.
- Each competition will be run over 4 rounds.
- The schedule and any "Themes" for the competitions are decided at the AGM in May.
- All models must have been completed after 1st May for that competition year.
- Each competition has been split into 2 categories.

	Category 1	Category 2
Aircraft	1/72 nd scale or less	Greater than 1/72 nd scale
Miscellaneous	Military Vehicles	Anything else, i.e. not an aircraft or military vehicle subject.

- Registration of models must be made before 20:15 to allow voting to start at this time.
- Members vote for the winning models in order of preference from 1st to 5th places in each category and competition.
- For each competition round a maximum of 2 models per category may be entered, i.e. 2 models in Category 1 and 2 models in Category 2 are the maximum allowed per round.
- Modellers may enter either or both competitions and categories, Aircraft and Miscellaneous.
- A model may only be entered into any competition once.
- Dioramas count as 1 model.
- Two models on one base, but not a diorama, count as 2 models.
- Modellers are not expected to vote for their own entries.
- The person with the highest overall number of points in each competition (Aircraft or Miscellaneous) after the 4th round will be the club champion.
- In the event of a tie on points the number of 1st and 2nd places etc. will be the deciding factor.
- **In the event of a dispute the Competition Secretary's decision is final.**

Scoring

Every model entered in each competition scores 5 points.

The following points will be awarded for the 1st five places in each competition category.

1 st place	20 points
2 nd place	18 points
3 rd place	16 points
4 th place	14 points
5 th place	12 points

i.e. a person entering 1 model who comes 3rd will score 5 points for entry plus 16 points for 3rd place, giving a total of 21 points.



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June 16 th	Alan Wright's Building Engines Talk
July 21 st	Competition: Aircraft
August 18 th	Competition: Miscellaneous
September 15 th	Battle of Britain night – Richard Smith
October 20 th	Competition: Aircraft
November 17 th	Competition: Miscellaneous
December 15 th	Quiz and nibbles
January 19 th	Competition: Aircraft
February 16 th	Competition: Miscellaneous
March 16 th	Competition: Aircraft
April 19 th	Competition: Miscellaneous
May 17 th	AGM

NAME	SURNAME	ADDRESS	TELEPHONE	INTERESTS	E:MAIL ADDRESS
Wally	Arrowsmith	14 Linkway, Hornchurch, Essex, RM11 3RW	01708 473038	Civil and Military Aircraft.	southernexpo@yahoo.co.uk
Peter	Bagshaw	25 Repton Drive, Gidea Park, Essex, RM2 5LP	01708 726102	1:72 and 1:144 Aircraft & AFVs.	Peter.Bagshaw@uk.pwc.com
Robin	Bellamy	160 Farringdon Avenue, Harold Hill, Essex, RM3 8JT	01708 376508	WW2 aircraft, German Aircraft.	RobinBellamy@tinyworld.co.uk
John	Bennett	5 Walmer Close, Romford, Essex, RM7 8QH	01708 748287	Airliners.	
Paul	Bennett	67c Northbrook Road, Ilford, Essex, IG1 3BP	020 8514 0358	Fighters 1935 to date	PaulBennett48@AOL.com
Gregory	Brand	15 Victoria Court, Victoria Rd, Romford, RM1 2NU	01708 721695	1/24& 1/25 cars/trucks, 1/72 & 1/144 aircraft	
Ian	Brown	40 Tylers Crescent, Hornchurch, Essex, RM12 6SY	01708 475156	Proliners, WW2, Cars.	
Alan	Carr	5 Roslyn Gardens, Gidea Park, Essex, RM2 5RH	01708 747849	US Navy Aircraft, Cars.	acarr.jaglancia@virgin.net
Kevin	Curley	26 Gloucester Avenue, Hornchurch, Essex, RM11 3EB	01708 453237	Military interests mostly BEF	
Carole	Daltrey	36 The Lintons, Linton Road, Barking, IG11 8HS	020 8594 4670	Aircraft, classic bikes	
Trevor	Davies	12 Chestnut Close, Hockley, Essex, SS5 5LJ	01702 202649	Aircraft, armour	
Lee	Dowling	218a Rush Green Road, Romford, Essex, RM7 0AL	07108 4898605	Fast jets, helicopters	
Kevin	Foley	28 Primrose Avenue, Chadwell Heath, Romford, RM6 4QB	020 8590 2585	Cars	kevinfoleyuk@yahoo.co.uk
Ralph	Hebron	18 Ambleside Avenue, Hornchurch, Essex, RM12 5ES	01708 708905	All Modelling	hebron@tinyonline.co.uk
Jim	Hirons	321 Roman Road, Mountnessing, Essex, CM15 0UJ	01277 353972	Cars, Aircraft.	
John	Hone	9 Lincoln Close, Hornchurch, Essex, RM11 3HD	01708 441147	F1 Cars, Military Aircraft.	
Kevin	Hudson	272 Rainham Road, Rainham, Essex, RM13 7TL		8 th / 9 th Air Force, Vietnam era Jets, German AFV's.	
John	Huston	287 Ivyhouse Road, Dagenham, Essex, RM9 5RT	020 8262 1974	BMW competition cars, BMW engined aircraft	Bmw.fan@ireland.com
Paul	Kirby	7 Stebbing Way, Thames View Estate, Barking, IG11 0RD.	020 8591 1470	Land, Sea, Air	
Lee	Lacey	379 Valence Avenue, Dagenham, Essex, RM8 3RB	020 8517 7465	Aircraft, Railways, Aviation Art.	
Dave	Langley	337 Rainham Road, Rainham, Essex, RM13 7TB	01708 523989	Military Vehicles.	
Brian	Lay	46 Peak House, Woodberry Down, London, N4 2NW	020 75037173	Sci-Fi, Aircraft	BRIAN@asofmod.freeserve.co.uk
Jon	Lowe	33 Rush Green Gardens, Romford, Essex, RM7 0NR	01708 735016	Modelling in general.	
Adrian	McCarthy	30 Belfairs Drive, Chadwell Heath, Romford, Essex, RM6 4EB	020 8590 1240	Aircraft, AFV's, Modern Jets.	
Keith	Money	232 Chigwell Road, South Woodford, London, E18 1HA	020 8924 5908	Aircraft, U.S. jets, Dioramas	Keith.Money@Virgin.net
Paul	O'Reilly	78 Brisbane Road, Ilford, Essex, IG1 4SL		All Modelling	
David	Page	69 Water Lane, Mardyke Park, Purfleet, RM19 1GT	01708 868442	All types models	
Nick	Pedley	59 Crows Road, Epping, Essex, CM16 5DH	07989 366547	US Navy, Post WW11, What ifs?, Luftwaffe	Nicholaspedley@npedley.freeserve.co.uk
Mick	Pitts	115 Warren Drive, Hornchurch, Essex, RM12 4QU	01708 457666	All types of models.	
Bob	Plumridge	6 Harvey House, Crabtree Avenue, Chadwell Heath, Essex, RM6 5HA	020 8597 3813	US Navy Aircraft, Liberators, PBY-4, Sci-Fi, Cars.	
Ricky	Prager	157 Hornchurch Road, Hornchurch, Essex, RM12 4SZ	01708 473999	Pre 1914 Aircraft, WW1 Aircraft, 1918-39 Biplanes.	Ricky.Prager@btinternet.com
Peter	Quinn	32 Essex Street, Forest Gate, London, E7 0HL	020 8534 3816	US Navy Aircraft, Dioramas, Cars, Tanks.	PETEQUINN@photog.freeserve.co.uk
Malcolm	Robinson	Dapplelights, Wyatts Green Road, Brentwood, Essex, CM15 0PT	01277 821638	WW11 and Post-war Aircraft, 1/24th Cars, Dioramas	Malcolm.robinson@btinternet.com
Bob	Ryan	31 Rowdowns Road, Dagenham, Essex, RM9 6NJ	020 8220 5802	WW2 Aircraft, Ships, general.	
Dave	Ryan	36 The Lintons, Linton Road, Barking, IG11 8HS	020 8594 4670	1:35 Armour, 1:48 WW2 Aircraft, Sci-Fi.	
Antony	Ryan (jnr)	36 The Lintons, Linton Road, Barking, IG11 8HS	020 8594 4670	Aircraft	
Bob	Sinfield	77 Sheringham Avenue, Romford, Essex, RM7 9BX	01708 754772	Figurines 54mm and 90mm, 1/8th, 1/10th, busts	Robert@Sinfield.fslife.co.uk
Kevin	Smith	503 Valence Avenue, Dagenham, RM8 3RD	020 8491 8441	Old cars, fast bikes	
Robert	Smith	5 Copford Close, Billericay, Essex, CM11 2DX	01277 626687	Aircraft and Armour	
Steve	Smith	170 Ibscott Close, Dagenham, Essex, RM10 9YX		AFV 's	
Laurie	Smithers	82 Ilchester Road, Dagenham, Essex, RM8 2YU	020 8595 1908	Aircraft.	tinalaurie@currantbun.com
Ken	Sparks	8 Brockdish Avenue, Barking, Essex, IG11 9DS	020 8591 1506	WW2 Aircraft, AFV's Modern Jets.	Ken_joy_sparks@msn.com
Alf	Swindell	39 Tiptree Crescent, Clayhall Ave, Ilford, IG5 0SZ	020 8551 3474	Aircraft, WW11.	
Ted	Taylor	31 Windsor Road, Forest Gate, E7 0QX	020 8555 9386	Women of a definite age	TEDTAYLOR@modelwork.freeserve.co.uk
Charles	Thompson	33 Cross Road, Romford, RM7 8AU	01708 705844	1:72 Aircraft	
Geoff	Web	161 Church Elm Lane, Dagenham, Essex, RM10 9RR	020 8924 2438	US Aviation (Naval, Airforce + Army)	
Phil	Worth	86 Laburnam Avenue, Hornchurch, Essex, RM12 4HA	01708 706091	Panzers, Aircraft, Ships, Figures	
Alan	Wright	47 Devonshire Road, Hornchurch, Essex, RM12 4LG	01708 472523	1:72 WW2 Aircraft, 1:72 Soviet Jets, Modern Jets, Buses.	
Carmell	Zammitt	3 MacDonald Avenue, Dagenham, Essex, RM10 7DJ	020 8596 9006	Luftwaffe.	