



# "STICKY FINGERS"

Magazine

[www.sticky-fingers.org.uk](http://www.sticky-fingers.org.uk)

Issue 64 October 2009



A 210 mm German howitzer overrun by British tanks  
at the top of Halfaya Pass  
and if I stick my head in here?

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## Peters Prattling

### Next month – Competition Night – Last of the Season

### Scale Modelworld 2009 (IPMS Nationals)

A reminder for those members intending on arriving early for setup, i.e. before 9:00am on the Saturday and Sunday, you will require additional entry passes as well as your IPMS membership cards. If anyone is intending to come along and attend the show for IPMS Hornchurch please let me know as I have the passes for the club.



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## Brampton Show Report



Not that the photos above really give you an idea of the show, but there was a really good "buzz" about the show this year, not to imply it's been a bad show before. Robin and I setup the stall as usual and waited for any other club members to arrive, we did see a few but they were all manning other stands. I think between the 2 of us we were asked about Southern Expo from most of the traders, seems like they are really keen, some of them even offered to pay us there and then for their bookings.

My stash was expanded to the tune of 3 Dragon armour kits, the M2A1 Half Track, T-34/85 and the recently released Ersatz M10 Panther tank.

## Southern Expo News

Yes I know it's still a few months away but the monster is starting to awake, see Robin's report below. This show is the club's best opportunity to put on a good show for itself and attract new members, can you all please try and ensure that you allocate some time during the weekend when you can "man" the stand, we will need all the volunteers we can get as we lose some members to Expo duties and other clubs or SIG stands.

Don't forget the theme build for this year is the "Seventies". My builds of an MBB 105 helicopter and the Jet Provost 5 are progressing well and are looking to be on course for completion, not entirely sure whether the FGR.1 Phantom is going to be so lucky.

## Ipswich Show

My apologies to anyone who didn't get the message about the booking difficulties the club experienced. I had received a confirmation email from the organisers in March saying that we'd been allocated 12 foot of space. All well and good I thought. The week before the show not having heard anymore about the booking I emailed them again to find out what the details for the show were, only to get a reply back to the effect that the show was full and we couldn't have any space. As you can imagine I was a little surprised as I'd thought we had a booking. I fired off a reply with a copy of the confirmation I'd previously received. The response was that the organiser's computer had failed and they'd lost all the details and had tried to recall all the people they'd invited. As a goodwill gesture they offered us 6 free entry tickets. I couldn't recall who had responded to say they would go, which is another topic I'll be getting on the soapbox about at some point but not now, so I emailed out the situation to those in the club that are on email and phoned a few others who I thought might have gone. Hopefully if you did turn up there were no issues getting in. Of course the moral of the story is to not trust computers, always keep a backup of important stuff somewhere else.



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## New Magazine from Military In Scale – Spencer Pollard (Editor)



'Model Aviation World' - the first issue of which will go on sale on the 5th of November. Traplet Publications are in the process of creating a brand new title that will expand on the aircraft content from MIS, to produce a fresh, all aircraft magazine, that will cover all aspects of aircraft modelling, both civilian and military. This will mean that MIS will become a dedicated military title (covering armour, figures and dioramas) and the aircraft content will transfer over to the new magazine, expand upon it and in the process help us create a more rounded and interesting publication. The new magazine will be edited and put together each month by myself and Alan Firbank - who has worked longside me for many years and who will do a fantastic job on this new magazine.

In terms of content, MAW will feature a wide variety of models and subjects from WWI to Modern Jets, Helicopters to Civilian Airliners - it will not be a military-only title. These features will cover some very interesting kits both new and classic (the latter allowing us the chance to revisit many forgotten kits that still look great even today...), injection moulded, resin and vac-formed, as well as conversions and scratchbuilt subjects and will be formatted to follow closely the standards of the aircraft models that many of you will be familiar with if you read MIS regularly. And yes, the quality of the models will remain just as high! Even I might get in on the act and build an aircraft model once in a while!

The first issue will be an expanded 84 issue that will feature a mountain of stunning builds and reference features - just look at Haris Ali's gorgeous Bristol Fighter on our cover to give you a flavour of the content! All subsequent issues will be 68 pages (a size that has worked so well for Military In Scale over the last fifteen years or so).

For more information on this please see the advertisement in the next issue of MIS and keep an eye on our website, where you will find more information on the content for the first issue of MAW, the release date and subscription rates. We're very excited by this development and so we hope, will you!

## Forthcoming Shows in 2009/2010

Shows with highlight have been booked for us to attend. If you wish to attend any of the shows with the club stand please let me know so I can attempt to book space for the club.

2009	
<b>7<sup>th</sup> &amp; 8<sup>th</sup> November (Saturday &amp; Sunday)</b>	<b>Scale Modelworld ("The Nationals"), International Centre, Telford, Shropshire TF3 4JH</b>
2010	
<b>7th February (Sunday)</b>	<b>IPMS Milton Keynes – not had an invite to this one yet but would expect we will be</b>
<b>20<sup>th</sup> &amp; 21<sup>st</sup> March (Saturday &amp; Sunday)</b>	<b>Southern Expo</b>
<b>28<sup>th</sup> March (Sunday)</b>	<b>Newbury Scale Model Club, Greenham Common Airbase</b>
<b>24<sup>th</sup> &amp; 25<sup>th</sup> April (Saturday &amp; Sunday)</b>	<b>Scotish Nationals, Dewars Centre, Glover Street, Perth</b>
<b>16<sup>th</sup> May (Sunday)</b>	<b>IPMS Tyneside, Northern Scale Model Show, Temple Park Centre, John Reid Road, South Shields, Tyne &amp; Wear NE34 8QN</b>
<b>22<sup>nd</sup> May (Saturday)</b>	<b>IPMS Devon (South), South Devon Model Extravaganza, Newton Abbot Race Course TQ12 3AF</b>
<b>23<sup>rd</sup> May (Sunday)</b>	<b>IPMS Barnet, RAF Museum Hendon</b>

Peter



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## Robins Ruminations

In the past couple of weeks I have certainly experienced the highs and lows of modelling. On the up side, a project that I have been working on is, at last, coming towards fruition, after months of hard work, I at last can see the light at the end of the tunnel and I must admit to getting quite a kick from it. However as with all things, the scales also tips the other way.

While working on Fokker Dr.I a freak accident occurred and destroyed parts of the model totally. I had the lid off a large bottle of super-glue and managed to tip it over all three wings of the model. So there I was with the wings in my hands literally dripping with super-glue, by the time I got the pieces in a bag and mopped up the puddle of glue, I was in a bit of a state to put it mildly. Thankfully I had a tube of debonder in my box just for such a disaster and after about half an hour of rubbing and scrubbing my fingers were apart and clean. However the Wife wasn't very pleased to put it mildly with the smell coming out of my modelling room. So there I was on a cold night with the window open attempting to clear the smell, it took a while to clear but at least I didn't gas myself or Adele.

I have emailed Eduard requesting replacement parts and await their reply while writing this article. So no part two of the Dr.I build yet, is that cheering I hear in the background?!

On the up side, the garden is quickly being put to bed for the winter and the tomatoes are just about finished. The downside is that Adele is already discussing what types of seeds to plant in the winter for next summer, which of course means all the hassle of pots, compost and seed trays all over the window sills. I guess I have modelling and Adele has gardening, honours even I suppose.

### **Wally must be laughing.....**

As I predicted last month, Southern Expo is beginning to stir from its summer slumber. However even I didn't realise just how rapidly or quite in which direction it would come at Peter and myself. Due to cosmetic changes at the sports centre, we have been told that we can't use the gallery area to book in the competition models. So an appointment was made to have a chat with the show coordinator late one evening. However, on turning up at the agreed time, I was told the person had gone home early. Given the way the history of our dealings have been over the last few years, it somehow didn't come as a surprise somehow. Still I managed to get some measuring done and using the old adage "time spent in reconnaissance is rarely wasted", had a good nose around. Before leaving I wanted to find out about the possibility of finding or booking a little more space. Now have a taste of my conversation with the person on the desk and you too can experience what it's like organising a model show. Cue the Monty Pythons music and get your Norwegian Blue nailed to its perch!

Excuse me, can you tell me when XXXX will next be available to have a chat about some of our requests?

*I'm sorry, she's gone home early.*

Yes I know, you told me ten minutes ago she wasn't here. When will she be in next?

*I don't know, but she works late on Tuesdays, you can make an appointment.*

I did and she went home early.

*Have you got her number to make an appointment?*

Yes thank you, that's how I made tonight's appointment. However, The Fitness Suite, would it be possible to hire it and if so how much would it cost?

*Do you mean the Studio?*

Err, no, I don't think so; it says The Fitness Suite above the door.



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*Ah, yes, we call that the Studio. No you couldn't hire that room at all because it has a special floor and has mirrors on the wall. We only hire that out for children's parties.*

(I now started wondering if the trust level and behaviour of modellers was lower than a bunch of five year olds in the eyes of the sports centre staff). Alright, what is the possibility of perhaps hiring one of the squash courts for Saturday the 20th of March?

*I don't know.*

Well can you have a look at least if there are any bookings for the courts on that day on your computer?

*Not really, you'll have to ask XXXX about hiring a court; you can't book them that far in advance.*

Well, we have already booked them both for Sunday 21st of March.

*Have you? Oh, yes here it is on my computer.*

Could you see if there are any bookings the day before, just as a point of interest?

*No, you'd have to speak to XXXX about that, do you have her number?*

I wished the woman goodnight and left humming the Lumberjack song and will have another attempt at making an appointment to see XXXX. At one point I wondered why Wally asked Peter and I to take over the running of Expo, as time goes on I think I know the answer!

However, have no fear, Peter and myself have subsequently had the postponed meeting and all the outstanding problems and concerns have all been sorted out and Expo is on track and set to run as normal or even better.

## **My Son certainly wasn't laughing.....**

My Son also had a similar experience to the one above, but with a more costly result in the short term. As some of you might know, my Son has been unemployed for quite a while, but recently found a job, a cause for celebration you might think? Not for the Jobcentre. I was sitting in the room and so can absolutely vouch for this phone call, believe it or not.

I will not be able to come in for my appointment tomorrow to sign on as I have got a job and it's my employer's induction day. However I'll be in at the earliest possible opportunity to sign off.

*You can't refuse to come in for your appointment; we'll suspend your claim.*

I don't think you understand, I have found a job and my new employer has induction training at the same time as my appointment. I can't tell my employer on my first day that I can't come in because I have to sign on.

*I'm afraid the only reason to not come in to sign on is a job interview, not an induction day or training.*

I've had the interview already and am starting my new job tomorrow. I don't want to sign on, I want to sign off.

*We'll have to suspend your claim if you don't sign on at the appointed time.*

If I tell my new employer I can't come in because I am signing on at the Jobcentre what is that going to look like? I could lose the job before I've even started.

*You have to sign on at the appointed time or we'll suspend your claim.*

I don't want to claim any more, I want to sign off; I have a job and will come in as soon as I can and sign off.



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After about ten more minutes the same sort of banter, my Son called it a day and said he'd phone back tomorrow. The next morning, before going to work he phoned back and got more of the same from a different person, so he called it a day and went to work. He went to the Jobcentre the next day and managed to get signed off, however they had suspended his claim and can't pay him the money he is still owed until the claim is re-opened and then closed, about four to five weeks.

The moral of this story is either lie and say you can't come in because you're feeling sick or simply don't get a job. Do anything it seems, but don't tell the Jobcentre the truth. It's a sad state of affairs when you are honest and are penalised for it. The spirit of the Ministry of Silly Walks lives on for real it seems! Cue more Monty Pythons music.

## Show Report - EuroMilitaire.

On the 17th of last month Phil Worth invited me to go with him to visit the EuroMilitaire show on Sunday at the Leas Hotel at Folkestone. I had never been to this show before and with the permission of the good lady at home, I was let out to play for the day with some lunch money in my pocket. After a trouble free run down we parked up and walked to the venue, sitting outside was a Panther tank on a transporter, Phil was in love! I had to wipe the drool from Phil's mouth!



Phil's in love!

After a cup of coffee in the foyer, I paid the £10.00 entrance fee, Phil paid only £6.50, well, he is a wrinkle now. I guess the show was about half as big as Southern Expo situated in what must have been the hotel's ballroom and entrance hall. The competition was in a side hall and was of a very high standard, some of the models were really stunning. Walking around looking was an education in itself in armour and figure painting; I came away with a distinct inferiority complex as to my painting skills and a resolve to try a bit of figure painting in the future at some point.

As an added bonus to the day, the show organisers had arranged a mini air display by a Spitfire, delayed slightly by low rain clouds, but very good due to the high cliff top position of the venue. The Spitfire did what it always does best, simply looked and sounded beautiful maneuvering in front of the assembled spectators for around a quarter of an hour. An excellent display given the low cloud and worth the show's entrance fee on its own.

There were plenty of traders on hand, mostly figure or armoured related, but with Mr. Models, The Aviation Bookshop and Avid Reader present to name but a few, there was plenty for me to drool over. For example Mr. Models was offering Trumpeter's 1/350th Prinz Eugen, beautifully moulded and complete with etched brass, very tempting even to me at £59.95, I resisted, but only just! I picked up some Mr. Hobby surface filler and a book on modelling Panther tanks at half price. I also had a chat with Julie of Name It!, the supplier of the Clubs and



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Southern Expo's awards and purchased a couple of their samples for £1 each. Just as we were getting ready to leave I spotted a box of 1/350th etched sets tucked away on one of the traders stalls and drew this to Phil's attention. After a good rummage in the box Phil found a few bits and a CD Rom that he purchased at a very reasonable price, I'll know if it was cheap enough next time I meet Phil's Wife! I spent a grand total of £12 spent in the hall and before we realised it, it was time to leave the show at 16:00.

Time just to avoid the rain showers and to take a few photos of the Panther and make our way back to the car. The trip home was pleasant and easy, my thanks to Phil for driving and being such good company for the day. Is the show worth the long trip and the high entrance cost? On balance I would say yes, the show is so different from the "normal" shows that I attend it's like a breath of fresh modelling air.

## **My Official Hat is now on.....**

Well last month's competition certainly didn't disappoint in either numbers or quality, another brilliant turn out. Thank you very much too all those members that entered their models. Congratulations to Ted with his winning Canberra SC9 in the 48th aircraft class and to Peter with his P-38 in the 72nd section. Mick deservedly won the A.F.V. class with his Cannone and Danny won the miscellaneous section with his Chopper bike.

It's a shame that the Ipswich show fell through due to their "technical difficulties", however reports indicate that the show was very cramped, so it might have been a good miss this year. Fingers crossed that the Ipswich club can arrange for some more space to hold the show in for next year.

**Robin**

## **Wrighty's References - The Story of U-480 Hitler's Stealth Submarine**

On Sunday 13<sup>th</sup> September 09 Sky TV's History Channel broadcast the story as a drama-documentary of U-480. What follows is the fascinating true tale of this U-Boat.

### **Part 1: The German Side**

A Type 7C boat built by Deutsch Werke of Kiel in 1943, our story begins when U-480 was fitted with a snorkel arrangement and the hull was covered in 3 ply rubber sheeting drilled in a pattern of holes and the rubber glued in place over all hull and structure steel surfaces in 1944. The rubber was intended to absorb "asdic" sounds, which relied in steel to reflect back the signal to the ship sending out the "ping-ping" signal. The holes in the rubber acted as an acoustic absorber. In May 1944 U-480 conducted sea trials with 2 other boats whilst under the command of U Flottiele 5 at Brest (France) the Captain being Oberleutnant Hans Joachim Forster.

Presumably the trials were successful and on 7<sup>th</sup> June U-480 now under the auspices of U Flottiele 9 left for operations to the N.W. of Britain, soon however the order was changed by coded signal to proceed to the English Channel for operations against the convoy routes supplying the D-Day invasion force, in company with 2 other boats U-243 & U-678. However it proved unsuccessful and U-243 & 678 were sunk, U-480 survived (possibly because she was undetectable) and returned to Brest until the situation was clarified.

Leaving Brest on 3<sup>rd</sup> August for the channel, U-480 made an unsuccessful attack on a convoy on 18<sup>th</sup> August, but success was soon to follow. On the 21<sup>st</sup> August she tracked and torpedoed the Canadian frigate HMCS Azberni, using acoustic homing torpedoes, which hit the A brackets and prop shafts causing the ship to flood and sink by the stern very quickly. (confirmed by modern day divers). Most survivors were from the forward end of the ship, approximately half the crew were killed all from the aft part of the ship. (confirmed by survivors) Later the next day the minesweeper HMS Loyalty was also sent to the bottom with acoustic torpedoes. The next day, 23<sup>rd</sup> August, the merchant vessel SS Fort Yale (7,134 ton) was torpedoed and badly damaged, she was towed into harbour but found to be beyond economical repair. After this U-480 lay on the bottom to avoid the escorts, whilst submerged she was overrun by convoy FTM 74 on the 25<sup>th</sup> August, when snorkelling after the convoy passed, she located the straggler SS Orminster (5,712 tons) which was duly dispatched to the bottom of the channel.



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The R.N. escorts moved in to avenge this but an eyewitness (the U-480 helmsman) stated that during a 7 hours bombardment with depth charges they were not really troubled by this, as most explosions were far away in various directions as if the R.N. were striking blind and only one exploded near causing minor damage, probably a lucky shot as there was no follow up. The rubber coating had done its job, whereupon they left for Norwegian waters, eventually arriving at Trondheim on the 4<sup>th</sup> October. On the 19<sup>th</sup> October at Trondheim the award of the Iron Cross to Ob/Lt Forster took place with the usual ceremonies and was the subject of an Enigma message to the fleet. (Duly noted at Bletchley Park)

## Part 2: The British Side

The British Admiralty had not been idle; the losses caused by U-480 in August must have caused much concern. With the good fortune of having the Enigma coding machine they were able to read U-Boat messages between the boats and their headquarters. This enabled them to identify U-Boats to a fairly accurate degree, therefore it seems they were aware of U-480 in the English Channel, it therefore caused much concern that 2 R.N. ships and 2 merchant ships were lost and why a U-Boat had slipped past the escorts and later escaped were very worrying. The message awarding the Iron Cross to Forster confirmed the culprit. In another message regarding U-480 the coded words ALBE RICH appeared on two occasions (a code within a code). What did it mean? Eventually somebody came up with "Alberich" who was a character in a German opera who could make himself invisible. It therefore seemed logical that U-480 could do this, but how?

It seems likely that an active lower staff officer pointed out that of U-480 had a cloak of invisibility it was possible other boats had also got this facility, they could take a heavy toll of shipping. It spurred action; plans were made to change to convoy routes further up the Channel and by a medium and deep minefield in the old convoy routes. This was codenamed "Operation Brazier" and was carried out over the Christmas and New Year period. The old original yellow markers were left in place and secret orders sent to convoys that new routes were worked in a different colour, therefore the trap was laid.

## Part 3: The Final Outcome

U-480 left Trondheim on the 6<sup>th</sup> January 1945 to take up a holding position off the West coast of Ireland, to await development, it was not long in coming and the sub was reassigned to the English Channel convoy routes again. Making her way towards the Channel off the Scilly Isles it is believed that she torpedoed and sank the SS Oriskany from convoy BTC 78. Whereupon a search and hunt was conducted by the R.N. frigates HMS Duckworth and Rowley, this was on the 24<sup>th</sup> February, the 3<sup>rd</sup> Escort Group ships claimed to have sunk a U-Boat with depth charges.

Now we have a problem, U-480 must have been in the area of the Scillies but we now know that she was not sunk as the wreck lies in the Channel, found years later by accident when looking for something else.

Maybe after the war when losses were matched to claims this seemed to fit, but what it meant was either U-480 escaped or it was another U-Boat entirely who was attacked by the 3<sup>rd</sup> Escort Group, who maybe also escaped damaged.

What ever the situation U-480 was operating beyond the 24<sup>th</sup> February, proceeding to the operational area under radio silence, she arrived and took up position on the old convoy route, unaware of the "Brazier" minefield, some time soon after she struck a mine on the starboard aft side that blew a hole in the hull, she was lost with all hands. (This was confirmed by a recent diving expedition some 60 years after the event, the underwater pictures clearly showing the rubber coating still remarkably in place on the hull; just an odd corner had come adrift).

The British plan had worked to perfection, "going to the well" a second time had proved disastrous for U-480, but the irony is that the Admiralty didn't know of their success, as the underwater explosion went unnoticed. A further 3 U-Boats were in the process of fitting the Alberich rubber when the war ended. This was duly noted by the Admiralty after the war and made Top Secret with a 20 year court order before it was released.

Alan

# Competition Standings after the 3rd Round

## Wally Arrowsmith Trophy (Aircraft)

### 1/72<sup>nd</sup> Scale or Less

Position	Entrant	Model	Votes
1 <sup>st</sup>	Peter Bagshaw	Lockheed P-38 Lightning	73
2 <sup>nd</sup>	Paul Bennett	Mitsubishi Claude	52
3 <sup>rd</sup>	John Bennett	BAe Nimrod	51
4 <sup>th</sup>	Paul Bennett	Beech C-45 Expeditor	42
5 <sup>th</sup>	John Bennett	Shorts Stirling	36
	Brian Breeze	Sepecat Jaguar	25

### Greater than 1/72<sup>nd</sup> Scale

Position	Entrant	Model	Votes
1 <sup>st</sup>	Ted Taylor	E.E. Canberra SC9	60
2 <sup>nd</sup>	Steve Crust	E.E. Lightning F.6	59
3 <sup>rd</sup>	Steve Crust	BAe Eurofighter Typhoon	58
4 <sup>th</sup>	Ian Brown	Mitsubishi Zero	43
5 <sup>th</sup>	Ted Taylor	E.E. Canberra B-57G	32
	John Bennett	Douglas AH-1 Skyraider	26

### Positions after 3<sup>rd</sup> Round

Position	Entrant	Points
1st	John Bennett	156
2nd	Paul Bennett	89
3rd	Ted Taylor	86
4th	Steve Crust	69
5th	Robert Smith	68
	Ian Brown	60
	Brian Breeze	54
	Peter Bagshaw	47
	Charles Thompson	36
	Robin Bellamy	25
	John Huston	10
	Alan Wright Brian Wells Danny Alvisse	5

## IPMS Hornchurch Trophy (Miscellaneous)

### Military Vehicles

Position	Entrant	Model	Votes
1 <sup>st</sup>	Mick Pitts	75/27 Cannone	71
2 <sup>nd</sup>	Mick Pitts	88mm Flak 36	67
3 <sup>rd</sup>	Peter Bagshaw	Merkava	54
4 <sup>th</sup>	Peter Bagshaw	Sherman M4	50

### Miscellaneous

Position	Entrant	Model	Votes
1 <sup>st</sup>	Danny Alvisse	Custom Chopper	55
2 <sup>nd</sup>	Ian Brown	Braun Tyrrell	52
3 <sup>rd</sup> =	Danny Alvisse Sean Gamble-Beresford	Chevy Coupe '39 Porsche 917	48
4 <sup>th</sup>	Steve Hide	Jaguar XJR 11	44
5th	Graham Hill	"Carry on Spying" figures	19
	Steve Hide	Jaguar Transam	18

### Positions after 3<sup>rd</sup> Round

Position	Entrant	Points
1 <sup>st</sup>	Peter Bagshaw	128
2 <sup>nd</sup>	Danny Alvisse	86
3 <sup>rd</sup>	Mick Pitts	73
4 <sup>th</sup>	Ted Taylor	69
5 <sup>th</sup>	Ian Brown	49
	Steve Hide	46
	Kevin Curley	44
	Phil Worth	40
	Paul Richardson	32
	Malcolm Robinson	23
	Shaun Gamble-Beresford	19
	Graham Hill	17

### 1/72<sup>nd</sup> Scale or less

Peter Bagshaw    Lockheed P-38 Lightning	Paul Bennett    Mitsubishi Claude	John Bennett    BAe Nimrod
		

  

Paul Bennett    Beech C-45 Expeditor	John Bennett    Shorts Stirling	Brian Breeze    Sepecat Jaguar
		

### Greater than 1/72<sup>nd</sup> Scale

Ted Taylor    E.E. Canberra SC9	Steve Crust    E.E. Lightning F.6	Steve Crust    BAe Eurofighter Typhoon
		

  

Ian Brown    Mitsubishi Zero	Ted Taylor    E.E. Canberra B-57G	John Bennett    Douglas AH-1 Skyraider
		

Miscellaneous - Armour

Mick Pitts

75/27 Cannone



Mick Pitts

88mm Flak 36



Peter Bagshaw Merkava



Peter Bagshaw Sherman M4



Miscellaneous - Other

Danny Alvisse Custom Chopper



Ian Brown

Braun Tyrrell



Danny Alvisse Chevy Coupe '39



Sean Gamble-Beresford Porsche 917



Steve Hide Jaguar XJR 11



Graham Hill "Carry on Spying" figures



Steve Hide Jaguar Transam

