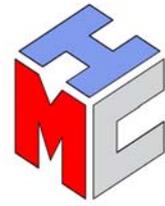




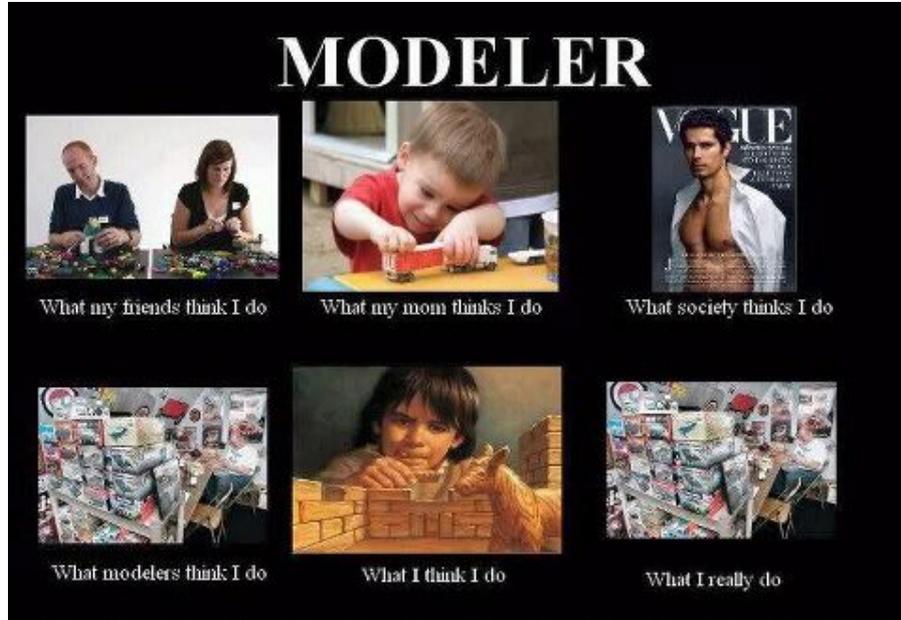
"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

Issue 100 October 2012



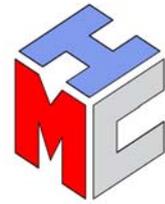
Next month - November 2012 - Competition

Next month – November 2012 – Competition	1
Peters Prattling	2
100 th Edition	2
Luftwaffe Airfields Atlas Volume 3	2
Me323 Found in Med	2
British Racing Motors	3
History.....	3
The V16-powered BRM Type 15.....	4
Crisis.....	4
Champions.....	5
BRM H16	6
BRM V12	6
Decline and Fall.....	7
Miscellany	7
Side Projects.....	7
BRM engine sales	7
Sponsorship and colours	8
Later use of BRM name.....	8
Formula One World Championship results	9
Exhibition	9
Forthcoming Shows in 2012/2013	9
Robins Ruminations.....	10
Brampton Show Report.....	11
My "Official" hat is now on.....	11
Graham's "Gabblings".....	12
Men in Black (1809 style).....	12
Time 1809-15 Place Austria, Spain & Belgium.....	12
Wrighty's References.....	13
The Story of U-Boat U.482.....	13
Sunk In a Faraway Place – The Search for U.745.....	14
WrySpy Special Report.....	16



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

Russian Air Force 100th Anniversary.....	16
Competition Results for the 3 rd Round 2012.....	17
Wally Arrowsmith Trophy (Aircraft)	17
IPMS Hornchurch Trophy (Miscellaneous)	18

Peters Prattling

100th Edition

My how time flies by when you are having fun! Although this is not the 100th ever edition of Sticky Fingers, as Alan Wright has so ably documented the history of Sticky Fingers is older than that but the 100th edition referred to here is starting from when Danny Alvisse took over as editor when I stood down from duties in 2006. It is reassuring to see some more articles coming on from other members of the club on an ad-hoc basis and can only add to the value I think the newsletter brings to the club.

Luftwaffe Airfields Atlas Volume 3

As part of the celebration Alan has completed the 3rd and final (?) volume of his Luftwaffe Atlas featuring airfields from France, Holland and Belgium. I've printed off about 10 copies for tonight but if anyone wants a copy please let me know and they can be supplied.

Me323 Found in Med

The wreck of a huge Luftwaffe transport plane that was shot down by a British fighter in the Second World War has been found off the coast of Sardinia, according to a team of Italian researchers. It is believed to be the only surviving example of the Messerschmitt 323 "Giant", a massive aircraft that was designed to carry tanks, half-tracks and artillery into battle. The Germans initially intended to use the plane in the planned invasion of Britain, Operation Sea Lion, but it was cancelled and the aircraft instead saw action in other theatres such as North Africa and the Mediterranean. The Me-323 was on its way from a German base in Sardinia to the city of Pistoia in Tuscany when it was shot down by a Bristol Beaufighter long-range fighter plane on July 26, 1943. It crashed into the sea off the Maddalena islands, an idyllic archipelago of low islands and sandy beaches that is popular with sailors and holidaymakers.

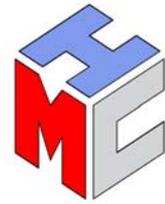
A small team led by Cristina Freghierri, a diver and amateur historian, claims to have discovered the wreck at a depth of 200ft. They spent a year trawling military archives, flight path records and local eyewitness accounts in their hunt for the unusual relic. "It was just by chance that we found it because we were actually looking for a different plane wreck," Aldo Ferrucci, a diving instructor and photographer who took pictures of the wreck, told The Daily Telegraph. "We had understood that the Me-323 was in a totally different location so we were lucky to stumble on it. It is in good condition – it is almost intact, with the six engines still all in line." The wreck, located eight nautical miles off the coast, was identified with a wire-guided camera and then explored by divers. "It was a pure emotional charge to suddenly see the aircraft in the veiled blue of the sea. First we saw a piece of sheet metal, and then another until the plane appeared in all its beauty. My heart skipped a beat," Ms Freghierri told Ansa, an Italian news agency.

The Me-323, known in German as the "Gigant", weighed 45 tons, had six engines and boasted a wingspan of 180ft. Around 200 of them were made before production stopped in 1944. Although heavily armed, they were slow and presented sitting ducks for Allied fighters. "Until now, no Me-323 had survived from the war, which makes this discovery of great historical importance," said Ms Freghierri. Experts at the Imperial War Museum in London said they believed that there was "no other complete surviving Messerschmitt-323 Giant in existence." It is the second important discovery of a World War Two wreck off Sardinia in just a few months. In June, after decades of searching, Italian researchers found the wreck of a massive battleship that was sunk with the loss of nearly 1,400 lives. The Corazzata Roma, the flagship of the Italian navy, was sunk by the Germans in Sept 1943, shortly after Italy switched sides in the war and joined the Allied cause. On Monday a ceremony of remembrance was held on a modern Italian naval frigate at the exact spot where the battleship went down, 16 nautical miles off the coast of Sardinia. Giampaolo Di Paola, the defence minister, paid tribute to the men who lost their lives, describing them as "unwitting heroes who found their place in history because they carried out their duty right until the end".



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

British Racing Motors

You may ask why I've included this in Sticky Fingers. Mostly because I am a fan of Formula 1 and it occurred to me that not many people would have heard about this manufacturer, indeed the only reason I was aware of them is because I used to live where they were based, Bourne in Lincolnshire and for quite some time I used to think they were called Bourne Racing Motors not British!

From Wikipedia

Full name	British Racing Motors	
Base	Bourne, Lincolnshire, England	
Founder(s)	Raymond Mays Peter Berthon	
Noted staff	Alfred Owen Louis Stanley	Tony Rudd
Noted drivers	Reg Parnell Mike Hawthorn Maurice Trintignant Jo Bonnier Dan Gurney Graham Hill	Jackie Stewart John Surtees Jo Siffert Niki Lauda Clay Regazzoni
Formula One World Championship career		
Engines	BRM 1.5 litre V16 2.5l inline four 1.5l Coventry-Climax FPF	1.5l, 1.9l and 2.1l V8 3.0l H16 3.0l V12
Debut	1951 British Grand Prix	
Races competed	197	
Constructors' Championships	1 (1962)	
Drivers' Championships	1 (1962)	
Race victories	17	
Pole positions	11	
Fastest laps	15	
Final race	1977 Italian Grand Prix	

British Racing Motors (generally known as BRM) was a British Formula One motor racing team. Founded in 1945, it raced from 1950 to 1977, competing in 197 Grand Prix and winning 17. In 1962, BRM won the Constructors' Title. At the same time, its driver, Graham Hill became World Champion. In 1963, 1964, 1965 and 1971, BRM came second in the Constructors' Competition.

History

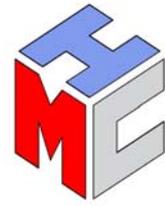
BRM was founded just after the Second World War by Raymond Mays, who had built several hill climb and road racing cars under the ERA brand before the war, and Peter Berthon, a long-time associate. Mays' pre-war successes (and access to pre-war Mercedes-Benz and Auto Union design documents) inspired him to build an all-British Grand Prix car for the post-war era as a national prestige project, with financial and industrial backing from the British motor industry and its suppliers channelled through a trust fund.

This proved to be an unwieldy way of organising and financing the project, and as some of the backers withdrew, disappointed with the team's slow progress and early results, it fell to one of the partners in the trust, Alfred Owen of the Rubery Owen group of companies, which primarily manufactured car parts, to take over the team in its entirety. Between 1954 and 1970 the team entered its works F1 cars under the official name of the Owen Racing Organisation. Berthon and Mays continued to run the team on Rubery Owen's behalf into the 1960s, before it was handed over to Louis Stanley, the husband of Sir Alfred's sister Jean Owen.



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

The V16-powered BRM Type 15



BRM V16

A factory was set up in Spalding Road, Bourne, Lincolnshire, behind Eastgate House, Mays's family home, in a building called 'The Maltings'. (The adjacent former ERA works, vacated in 1939 and sold to neighbouring Bus operator Delaine who still use the old ERA building as an Office and Stores. It was briefly requisitioned in 1944 as a billet for the Parachute Regiment as it regrouped before going to Arnhem.) Several people involved with ERA returned to the firm to work for BRM, including Harry Mundy and Eric Richter. The team also had access to a test facility at Folkingham aerodrome.

The first post-war rules for the top level of motor racing allowed 1.5-litre supercharged or 4.5-litre normally aspirated engines. BRM's first engine design was an extremely ambitious 1.5-litre supercharged V16. Rolls-Royce was contracted to produce centrifugal superchargers, rather than the more commonly used Roots type. The design concept

of the V16 had not been used extensively on automobiles before so that design problems were many and the engine did not fire for the first time until June 1949. It proved to be outstandingly powerful but its output was produced over a very limited range of engine speed, the power coming on suddenly if throttle was applied carelessly, resulting in wheel spin as the narrow tyres proved unable to transfer the power to the road. This made the car very touchy to drive. Engineer Tony Rudd was seconded to BRM from Rolls-Royce to develop the supercharging system and remained involved with BRM for nearly 20 years.

The Type 15, which was the designation for the V16 car, won the first two races it actually started, the Formula Libre and Formula One events at Goodwood in September 1950, driven by Reg Parnell. However, it was never to be so successful again. The engine proved unreliable and difficult to develop, and the team were not up to the task of improving the situation. A string of failures caused much embarrassment, and the problems were still unsolved when the CSI announced in 1952 that for 1954, a new engine formula of 2.5 litres unsupercharged or 750 cc supercharged would take effect.

Meanwhile, the organisers of all the Grand Prix counting for the World Championship elected to run their races for Formula Two for the next two years, as Alfa Romeo had pulled out of racing and BRM were unable to present race worthy cars - leaving no credible opposition to Ferrari other than ancient Lago-Talbots and the odd O.S.C.A. The V16s continued to race in minor Formula One races and in British Formula Libre events until the mid fifties, battles with Tony Vandervell's Thin Wall Special Ferrari 375 being a particular highlight of the British scene.

Crisis



The British Racing Partnership BRM P25 with which Stirling Moss took second place in the 1959 British Grand Prix

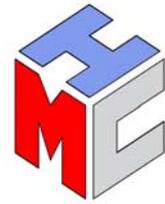
The Type 25 was the next car. It used a very oversquare (4.05 x 2.95 in, 102.87 x 74.93 mm) 2.5 L atmospheric four-cylinder engine designed by Stuart Tresilian and (as became a typical theme with BRM) it arrived late and took a lot of development; it was in fact so late that the Owen Organisation started the 2.5 L formula with a Maserati 250F. The P25 was initially unsuccessful, not winning a race until a long awaited victory at the Dutch Grand Prix in 1959. Colin Chapman helped to improve the car in 1956. Stirling Moss believed that the BRM engine was superior to the Coventry-Climax unit used in his Cooper, and a P25 was briefly run in 1959 by the British Racing Partnership, for Moss (and also Hans Herrmann), and Rob Walker also backed the construction of a Cooper-BRM to gain access to the engine.

The P25 was becoming highly competitive just as the rear-engined Cooper started to become dominant; the P48 was a quick reaction to this, using major components from the P25 but in rear-engined format. The P48 was revised for the 1.5 L rules in 1961, but once again BRM's own engine was not ready and the cars had to run with a Coventry-Climax four-cylinder unit in adapted P48 chassis, achieving very little results. The firm moved to a purpose-built workshop on an adjoining site in spring 1960 but when the 1.5-litre atmospheric Formula One regulation was introduced in 1961, Alfred Owen was threatening to pull the plug unless race victories were achieved very soon.



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

Champions



Graham Hill with BRM 1962 at the Nürburgring

By the end of the 1961 season BRM had managed to build an engine designed by Peter Berthon and Aubrey Woods (BRM P56 V8) (2.6975 x 2.0 in, 68.5 x 50.8 mm) which was on a par with the Dino V6 used by Ferrari and the Coventry Climax V8 used by other British teams. However, the real change was the promotion of an exceptional engineer who had been with the team since 1950 (originally on secondment from Rolls-Royce to look after the supercharging on the V16); Tony Rudd was elevated by Owen to the position of chief development engineer. Rudd was the first professional engineer to exercise full technical control over the team, and basic engineering and reliability problems which had plagued the team for years began to vanish. He was given greater responsibility in 1960 after two of the drivers, Graham Hill and Dan Gurney, went on strike and told Alfred Owen they would

not drive again, and in early 1962 full executive authority was given to Tony Rudd. Raymond Mays and Peter Berthon were sidelined. The team had designed their first mid-engined car for 1960, matching the other teams, and won the World Drivers' Championship with Graham Hill as driver, in 1962. (During 1962, BRM also ran Lucas electronic ignition.) [1] During 1965, 210 bhp (160 kW) at 11,000 rpm was the rated power. However at the high-speed 1965 Italian GP (Monza) an uprated version was raced with 220 bhp (160 kW) at 11,750 rpm for short bursts. A planned 4-valve-per-cylinder version in cooperation with Weslake Engineering never materialized.



Graham Hill in BRM P261, testing at Folkingham Aerodrome 1964. Chassis designer John Crosthwaite in duffel coat

As part of Owen's attempt to make BRM pay its way, the V8 engine was sold to privateers and appeared in a number of other chassis during the 1.5 L formula, particularly in private Lotus chassis and in smaller marques such as BRP.

A number of privateers acquired 1961-2 BRMs during this period, including Maurice Trintignant and Scuderia Centro Sud; these cars continued to race on for many years.

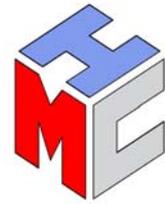
The monocoque BRM P261 V8 car was soon developed and these ran on through the 1.5-litre formula and performed useful service in the early races of the subsequent 3.0-litre formula. In 1965 Jackie Stewart was signed to partner Hill; he took his first Grand Prix win at Monza in his debut season, and won the first World Championship race of the new three-litre formula with a car fitted with a Tasman 2.0-litre V8; once again BRM were not ready for the start of a new formula and the old cars continued to be used,

even on occasion when the H16 was ready.



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

BRM H16



A BRM P83, the only BRM model which ran successfully with the H16 engine. Note position of inlet trumpets and cam covers on the side of the H16 engine

For 1966, the engine regulations changed to permit 3.0-litre atmospheric (or 1.5-litre supercharged) engines. BRM refused Peter Berthon's and Aubrey Woods's proposal to build a V12, and instead built an ingenious but very complicated engine, designed by Tony Rudd and Geoff Johnson, the H16 (BRM Type 75), which essentially used two flat-8 engines (derived from their 1.5 L V8) one above the other, with the crankshafts geared together.

BRM found the H16 (2.75 x 1.925 in, 69.85 x 48.895 mm) attractive because it was initially planned to share design elements and components with the successful 1.5-litre V8. While the engine was powerful, it was also heavy and unreliable - Rudd claims that his drawings were not followed accurately and many of the castings were much thicker and heavier than he had specified. (When Lotus took delivery of their first H16 it took six men to carry it from the van to the workshop). At that time, BRM earned the nickname of "British Racing Misery". BRM, Lotus, and various privateers had been using enlarged versions of the BRM 1.5 V8 of up to 2.1 litres in

1966, as competitive 3.0 engines were in short supply in this first year of the new regulations. Lotus also took up the H16 as an interim measure until the Cosworth DFV was ready, building the Lotus 43 to house it, and Jim Clark managed to win the US Grand Prix at Watkins Glen with this combination. It was the only victory for this engine in a World Championship race. Lotus built the similar Lotus 42 designed for Indianapolis with a 4.2-litre version of the H16 (2.9375 x 2.36 in, 74.61 x 59.94 mm) but this was never race worthy; the cars were raced with Ford V8s instead.

The H16 engine was redesigned with a narrow-angle 4-valve head and magnesium main castings to reduce weight and increase power, but never raced in a car (it was intended for the 1967 BRM P115) as BRM decided to use the V12 unit which was being sold to other F1 and sports car teams with encouraging results.

BRM V12



Pedro Rodríguez with BRM 1968

The H16 was replaced by a V12 (2.9375 x 2.25 in, 74.61 x 57.15 mm) designed by Geoff Johnson. It had been intended for sports car use, but was first used in F1 by the McLaren M5A. Back at the works, the early V12 years were lean ones. In 1967 the 2-valve layout gave about 360 bhp (270 kW) at 9,000 rpm. In 1968 this had increased to 390 bhp (290 kW) at 9,750 rpm. Geoff Johnson updated the design by adding a 4-valve head, based on the H16 485 bhp 4-valve layout; this improved the V12's power output to 452 bhp (337 kW) at 10,500 rpm and eventually to a claimed 465 bhp (347 kW) during 1969. In 1973 Louis Stanley claimed 490 bhp (370 kW) at 11,750 rpm. The first V12 chassis (P133) was designed independently by Len Terry; the subsequent P139 was designed and built in-house. John Surtees joined as the team's lead driver, with the semi-works Parnell team for driver

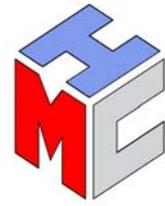
development (notably Piers Courage and Chris Irwin). Surtees' time at BRM was not happy, and despite the fact that a ground effect "wing car" was designed, this was never constructed and the team's performances were lacklustre. Surtees left after a single unhappy season (1969), along with Tony Rudd who went to Lotus (initially on the road-car side), and Geoff Johnson who departed for Austin Morris.

The team regrouped with new drivers and Tony Southgate as designer, and gained its first V12 victory for Pedro Rodríguez at the 1970 Belgian Grand Prix in a P153, with further victories for Jo Siffert and Peter Gethin in 1971 in the P160. The team had reached one of its intermittent peaks of success. Sadly both Siffert and Rodríguez were killed before the 1972 season and the team had to regroup completely again. Their last victory was when Jean-Pierre Beltoise drove a stunning race to win the rain-affected 1972 Monaco Grand Prix with the P160. The 1972 campaign was generally chaotic: having acquired major sponsorship, Louis Stanley originally planned to field up to



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

six cars (three for established drivers, three for paying journeymen and young drivers) of varying designs including P153s, P160s and P180s and actually ran up to five for a mix of paying and paid drivers until it became obvious that it was completely overstretched—the team's sponsors insisted that the team should cut back to a more reasonable level and only three cars were run in 1973 for Beltoise, Lauda and Regazzoni.

Decline and Fall



A BRM P201, being demonstrated in 2009

The last notable performance was Beltoise's second position in the 1974 South African Grand Prix with the Mike Pilbeam-designed P201, a car with a pyramidal monocoque, very different from the curvy "coke-bottle" Southgate cars. The Owen Organisation ended its support of the team and it was run on a lower-key basis by Louis Stanley and some of the Bourne personnel as Stanley-BRM until 1977. Old P201s were initially used, with the team hoping for revival with the bulky and vaguely Ferrari-like P207 - which failed entirely.

Cereal millionaire and amateur racer John Jordan purchased some of the team's assets when the team finally folded, and backed the building of a pair of P230 cars by CTG, with the aim of competing in the national-level Aurora AFX Formula One Championship. Teddy Pilette raced a P207 during 1978 with a modest success, finishing fourth at Oulton Park and fifth at Brands Hatch. One chassis also apparently raced in the revived Can-Am series.

Miscellany

Side Projects

The team became involved with Rover's gas-turbine project, with the Rover-BRM gas turbine car running at Le Mans in 1963 and 1965 (it was damaged in testing and missed the 1964 race). BRM were also involved with Donald Campbell's gas-turbine Bluebird project. In later years they also built an unsuccessful Can-Am car, and dabbled with larger versions of the H16 engine for the Indianapolis 500. As a part of the Owen Organisation, BRM also worked on tuned road-car engines for Ford, Chrysler and others. The BRM-tuned version of the 1558 cc Lotus/Ford twin-cam engine was particularly popular [citation needed]. This improved version of the Lotus-Ford engine was used by Tony Rudd when he left BRM for Lotus to form the basis of the Lotus produced "Sprint" version of the engine used in the Elan Sprint, Elan Plus2S-130, Europa JPS and Caterham Seven.

BRM were contracted by Chrysler (UK) Competition Department to develop a 16-valve cylinder head for the Hillman Avenger engine. It proved unreliable, underpowered, and unable to compete with the Ford rally team's proven Cosworth BDA-powered RS1600 Escorts.

BRM engine sales

The Owen Organisation expected BRM to turn a profit through sales of racing engines; the four-cylinder appeared briefly in a Cooper-BRM special for Stirling Moss but found no other customers. The V8 powered many 1.5-litre cars, including various private Lotuses and Brabhams as well as the BRP works team. Enlarged Tasman Series V8s of between 1.9 and 2.1 L were popular in 1966 as a stopgap before full three-litre engines were widely available. These units were also sold to Matra to power its early sports-prototypes.

A one-litre Formula Two engine was also made available, based on half of the F1 V8. This was not successful, in a formula dominated by Cosworth-Ford and eventually Honda engines.

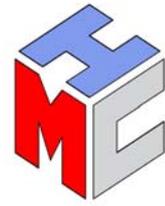
Team Lotus used the ill-fated H16 engine, scoring its only win.

V12s were sold to other constructors of which the most notable were Cooper, John Wyer and McLaren. Matra entered into a contract with BRM to collaborate in the design of their own V12 engine, but when this became public knowledge the French constructor was forced to drop the involvement with BRM and restart development with a French partner, as its government funding was threatened, but there were still close resemblances between the finished Matra engine and the BRM.



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

Sponsorship and colours



A BRM P153 in the 1970 season Yardley livery

The first BRMs were a pale duck-egg green (any shade of green represented Britain's racing colours), but this was later replaced for aesthetic reasons by a very dark metallic shade of grey-green. During the team's Owen-owned years the cars bore simple "Owen Racing Organisation" signage. The BRP-entered BRM for Moss and Herrmann was a non-metallic duck-egg green. Centro-Sud ran their cars in Italian red; Trintignant's car was in French blue.

At one point in the 1960s Alfred Owen's brother Ernest wanted the team to paint their cars orange with black trim, orange being the Owen Organisation's corporate colour, used for a band around the nose of the cars and for the mechanics' overalls; Rudd (who didn't like the idea of orange BRMs) pointed out that orange was the Dutch racing colour, when such things were still honoured; through most of the 1960s the cars ran with Owen orange bands round the nose.



A BRM P180 in the 1972 season Marlboro livery

The team acquired significant commercial sponsorship from Yardley for the 1970 season, running in white with black, gold and ochre stripes in a stylised "Y" wrapping around the car's bodywork, losing this deal to McLaren for 1972 and replacing it by Marlboro's familiar white and red (a flat shade, not dayglo) colours. Ironically this deal was also lost to McLaren for 1974, to be replaced briefly by Motul in a pale green and silver colour scheme. As Stanley-BRM the cars initially ran in red, white and blue with no major sponsorship; for the team's swansong it was sponsored by Rotary Watches and ran in pale blue and white. The Jordan-BRM P230 was black and gold.

Later use of BRM name

BRM raced again as part of a project by John Mangoletsi for a Group C sports car known as the P351 with the backing of the Owen family to use the BRM name. Unfortunately the car was short lived and unsuccessful. In 1997 Keith Wiggins and Pacific Racing would resurrect the car as the BRM P301; using the BRM name only because it was technically a BRM built chassis but had no other connection to British Racing Motors. Heavily modified into an open cockpit sports car, the car was equally unsuccessful.

A special edition Rover 200 was produced to commemorate the Rover-BRM gas-turbine car; this was finished in Brooklands Green (however not the very dark metallic gunmetal BRM shade) with an orange lower, front grill and silver details.

In October 2008, a press release announced that Bee Automobiles Ltd 'BRM Bee Four ERV' will compete in the British Speed Hill Climb championships.

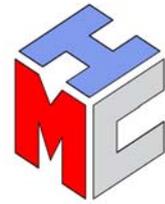
The 'BRM Bee Four ERV', code named the 'Watt 4', is an all-electric AWD (all-wheel-drive) vehicle capable of producing 700 hp or 520 kW. The ERV uses motor technology developed at Oxford University.

The car is theoretically capable of reaching speeds of up to 250 mph. Participants in the project include Rubery Owen, Oxford University, Oxford Brookes and MIRA Ltd - Motor Industry Research Association.



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

Paul Owen, Grandson of Sir Alfred and Managing Director of Rubery Owen's Environmental Technology Subsidiary Rozzone Limited, commented: "Rubery Owen is very pleased to see the BRM name once again being used to drive forward an innovative development to take motorsport to new levels".

As of 2011, the car has yet to leave the drawing board.

Formula One World Championship results

Grand Prix winners

The BRM team won seventeen Formula One Grands Prix as follows:

Date	Race	Venue	Driver	Chassis	Engine
31 May 1959	Dutch Grand Prix	Zandvoort	Jo Bonnier	P25	2.5L I4
20 May 1962	Dutch Grand Prix	Zandvoort	Graham Hill	P57	1.5L V8
5 August 1962	German Grand Prix	Nürburgring	Graham Hill	P57	1.5L V8
16 September 1962	Italian Grand Prix	Monza	Graham Hill	P57	1.5L V8
29 December 1962	South African Grand Prix	Prince George	Graham Hill	P57	1.5L V8
26 May 1963	Monaco Grand Prix	Monaco	Graham Hill	P57	1.5L V8
6 October 1963	United States Grand Prix	Watkins Glen	Graham Hill	P57	1.5L V8
10 May 1964	Monaco Grand Prix	Monaco	Graham Hill	P261	1.5L V8
4 October 1964	United States Grand Prix	Watkins Glen	Graham Hill	P261	1.5L V8
30 May 1965	Monaco Grand Prix	Monaco	Graham Hill	P261	1.5L V8
12 September 1965	Italian Grand Prix	Monza	Jackie Stewart	P261	1.5L V8
3 October 1965	United States Grand Prix	Watkins Glen	Graham Hill	P261	1.5L V8
22 May 1966	Monaco Grand Prix	Monaco	Jackie Stewart	P261	1.9L V8
7 June 1970	Belgian Grand Prix	Spa	Pedro Rodríguez	P153	3.0L V12
15 August 1971	Austrian Grand Prix	Österreichring	Jo Siffert	P160	3.0L V12
5 September 1971	Italian Grand Prix	Monza	Peter Gethin	P160	3.0L V12
14 May 1972	Monaco Grand Prix	Monaco	Jean-Pierre Beltoise	P160B	3.0L V12

Exhibition

There is a small exhibition about Raymond Mays, including his interest in BRM, together with the trophies won by BRM while it was owned by the Owen Organisation, at Bourne Civic Society's Heritage Centre.

Forthcoming Shows in 2012/2013

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.

2012	
November 10th & 11th (Saturday & Sunday)	Scale ModelWorld, Telford International Centre, Telford, Shropshire, TF3 4JH
2013	
18th, 19th & 20th January Friday, Saturday & Sunday	Model Engineering Show, Alexandra Palace, Alexandra Palace Way, London, N22 7AY
16th & 17th March (Saturday & Sunday)	Southern Expo
21st April - (Sunday)	ModelKraft, Milton Keynes show

Peter



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

Robins Ruminations

Disaster, woe is me! My worst fears are coming to fruition, namely the golf "season" is drawing to a close. As I'm tapping out this article the Ryder Cup, Race to Dubai and the FedEx Cup either have been or are being played. I of course don't really care who wins or loses but it means that Adele will not have her evening's golf fix, which in turn means that I can't slip away unnoticed for a few hours at a time, rats! I must have a look through the sports channels to see if I can find her something else to watch instead. Still I must keep a stiff upper lip and look on the bright side, the nights are drawing in, the garden is going to sleep for the winter and Adele has quite a large pile of books to read. Hopefully to "distract" my Wife all I have to add is 240 Tetley tea bags, a couple of packets of Rich Tea biscuits, puff up the cushions and put the fire on in the living room.

It's becoming that time of year that certain plants and animals are beginning their hibernation for the long dark months. However that means that Southern Expo is beginning to stir in its lair, well, Peter's and my computers and my loft actually but it just sounds better. It's been a good summer for Expo as while the main bulk has been snoozing, Peter and I have been busily ferreting out bargains on the internet and rummaging under the tables for suitable kits for raffle prizes. I think we have a good start for next year's Expo and a few doubles ready for 2014! So if you sometimes see us with bags full of kits on the way home from shows or the club it's raffle prizes for Expo, well that's what we tell our "other half's" and it seems to have worked so far!

The long and sad story of my Son's lost passport has taken a few more twists and turns that I shall now relate to you. Are you sitting comfortably? Then I will begin.

As the passport hadn't turned up in our home my Son made an appointment with the passport office for an interview and the issue the following day of a replacement passport. So with his passport form filled out and checked by myself, countersigned by Peter Bagshaw, photos and birth certificate in the envelope away to London he went. Everything was good, so good in fact he called into the Hannant's store at Colindale and bought a couple of bits for his Su-27. He arrived at the passport office and now the wheels started to fall off the wagon. A little while after the interview started the interviewing officer took my Son's form and photos away to speak with his manager. After a few minutes he returned and said that the application couldn't be proceeded with as there was a problem with his photographs.

It appears that when Peter signed the form and back of one of the photographs the signature didn't agree exactly and so the application can't be proceeded with. My Son not un-naturally asked if his previous passport details and more importantly, the photo, could be brought up on screen. No problem, photo on screen, obviously my Son, interviewer agreed. So problem sorted, NO! Passport still can't be issued as Peter's signatures didn't agree. Brainwave! Can Peter's details be brought up on screen? No problem, Peter's passport form brought up on screen, signature matches with my Son's form, problem solved. NO! Although everything matched other than Peter's signature on the back of the photo, (have you ever tried to sign the back of a small piece of greasy photo paper?!) the answer was still no. So my Son had to make another appointment in two weeks time and get another form filled out and the passport photo perfectly signed. Arghh!

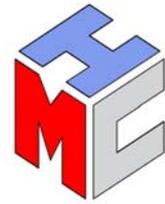
Now this was going to come close to the line with getting his visa authorised by the U.S. authorities on his new passport. Brainwave, as my Son was in London, call into the U.S. Embassy and explain the situation and seek guidance. Let's face it there is a £500 airline ticket on the line as well as not seeing his girlfriend. He gets to the Embassy, closed due to an internal event! Even more arghh! So a very hacked off Son comes home empty handed. I think if we had had a cat he would have kicked it! So a total disaster of a day.

However my Son still muttering about Mum & Dad putting his passport away "somewhere" he tosses his room again. Of course, no passport. After phoning Violet in America and breaking the bad news he decided to watch a bit of TV, let's face it was only 05:15. He was running through in his mind when he last had the passport, answer, his job interview. Hold on a moment, he didn't take his passport with him; he took a scanned image of it. So he got out of bed and lifted the lid of the scanner, voila! His passport was laying there. It is now 05:45 and what does he do? Wake up his Mother on her day off to tell her he had found it. Not a good idea. Next thing to do? Call Dad! So at 06:15 in the morning I get a call at work from my Son, let's face it, how many phone calls at that time of the morning are good news! Now both Mum and Dad are feeling a touch, shall we say, not chuffed! Let's just say that I



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

told my Son in no uncertain terms that after a month of tossing the house and "suggesting" that one of us had put it away somewhere, he was going to have to eat a huge portion of humble pie with extra whipped cream! All's well that ends well I guess and U.S. visit is still on, phew!

Brampton Show Report.

On the 30th of last month Peter picked my Son and I up at the ungodly time of 07:15 on a sunny Sunday morning and headed off for Brampton. The weather always seems to be nice for this show; I can't ever remember a trip there or back being in rain. Shouldn't have said that really as next time we go it will be pouring down both ways! Still we arrived at the venue in short order as Peter likes to blow the cobwebs out of his car's engine (*it can go quicker I go easy on you!* – Peter). We were allowed into the venue at 08:30 and set up fairly quickly with Steve's assistance and had the stand looking good at around 09:00. A quick trawl of the "under the table" boxes didn't reveal anything that took my fancy although Peter found a few cheap Eduard etch sets for £3 each on a trader's stall which led me to part with a few pennies. Of course my Son had already indulged in a bacon sandwich by the time we got back to the stand, still I guess if he hadn't had that he probably would have started eating the models! We rotated around covering the stand with Bob's assistance and each of us having a wander and the day seemed to fly by and lunch time was soon upon us.

While eating lunch Peter and I had a little bit of entertainment watching a modeller wandering past the stand with an uncovered scalpel in his hand. He must have heard Peter's and my comments because he sheepishly put the scalpel in a bag. Unfortunately the bag he put it in was a sandwich bag and so surprise, surprise, the blade went straight through it and he was still wandering around with the damn thing in his hand. Lord only knows how he or his family have survived this long!



The afternoon also sped by and we were all too soon packing up to head home. I had purchased a couple of ropey kits to break for their spare parts and a few odds and ends that were in the boxes like resin ejector seats and T.E.R.'s and a M.E.R. with their weapons, far cheaper than buying aftermarket sets. Also some glue and sanding sticks. So a cheap day out for me thankfully with the Nationals looming large on the horizon. My Son purchased a Mig-29 which he intends doing as an early aerobatic team aircraft. After another trouble free trip home and unloading the car we were in plenty of time for a cup of tea and drool over our purchases before our nibbles. Brampton is a really good show to go to and it seems to be getting busier and better each year, I can thoroughly recommend it.

My "Official" hat is now on.

First of all let me congratulate Ian Brown, Paul Bennett and Kevin Curley for sweeping up all of the six awards between them, well done gentlemen. Although the miscellaneous and AFV sections only had one entry in each section, the models were nice and as the expression goes, you've got to be in it to win it. Although the numbers were a tad disappointing the models were of a very good standard. I can't throw any brickbats at anybody for not entering models when I didn't enter one myself, however I must apply myself with a touch more effort and see what I can come up with for "a splash of colour" for November's competition.



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

Robin

P.S. Just as a bit of a giggle, my Son's passport saga of the day had not quite run its course. He was so pleased he had found the passport he decided to call Violet, no problem; she would love to hear that his visit is back on track. Except in his distracted state he called Violets home phone and not her personal phone. You guessed it; he woke up Violets parents at 01:45, nice one Son!

Graham's "Gabblings"

Men in Black (1809 style)

Time 1809-15

Place Austria, Spain & Belgium

The Duke of Brunswick was not a happy camper. His father had been killed in battle against the French in 1806 and his little country (one of the many tiny German states at that time) had been given to Napoleons dissolute brother Jerome. The Duke was in exile in Austria and when that country declared war on France he raised a small army to get his land back. In an age of flamboyant uniforms the cheery Duke dressed all his troops in black. Every part of the uniform including belts and straps was black and topping off this was a black hat with a black plume and a merry skull & crossbones badge on the front. (sounds like proto Goths to me) Ok not all, some wore dark green. Such was their sombre appearance they were known as the Black Horde.



Some very colourful troops

When the Austrians were defeated by the French, the Duke and his little army fought his way across Europe and made it to a north German port where they were rescued by the Royal Navy. They carried on fighting for the British in Spain earning themselves the nickname "The Death or Glory boys". After Napoleon was defeated in 1814 the Duke got his country back.

However proving you can't keep a short arse Corsican down, Napoleon once again declared himself Emperor, so all of Europe including the Duke raised armies to finish the little buggger of for once and for all. Once more the Brunswick army was decked out in black, a few of them wore dark grey as dark green was seen to be a bit too lively. One commentator described the Brunwickers as "looking like an immense moving hearse". Nice. The Dukes troops were heavily engaged at the Battle of Quatre Bras (two days before Waterloo) and while trying to rally some of his men the Duke was shot by the French and died soon after. The Brunwickers fought at Waterloo and helped to repel the French Imperial Guard, although they get very little credit in some British accounts. Such is history.

Graham



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

Wrighty's References

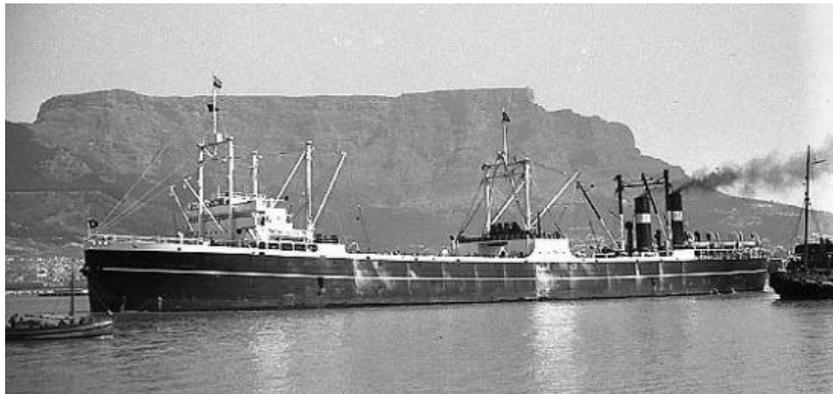
The Story of U-Boat U.482

After the series of stories on U-Boats I presented in 2010/2011, I was very surprised to find yet another one on BBC.2 on the 30th August 2012 ("Dig WW.2 with Dan Snow"). After all the BBC is not noted for stories in that vein, they seem to leave it for Sky TV. However this story I'm sure deserves to be included along with those previously related in these columns.

U.482 was built by Duetsche Werks of Keil and was launched on the 25th September 1943, a standard Type 7c boat, but with one advantage, she was the very first boat fitted with the "Schnorkel" device which enabled the boat to stay underwater much longer.

After her shakedown cruise in the Baltic, U.482 was posted to 11 "U" Flotille, based at Bergen in Norway, under the command of Kapitan L'Tnant Graf von Matuschka. U.482 left Keil on the 8th once fully loaded and proceeded to Bergen. Leaving Bergen the same day to patrol the area between the Faroes and the Shetland Islands. With no success in the days that followed, U.482 moved west to an area off Malin Head, Northern Ireland, they made for a large tanker, the turbine driven Jacksonville (10,448 GRT). Von Matuschka successfully torpedoed the tanker which exploded in a massive ball of flames, it went to the bottom and only 2 survivors were picked up. U.482 slipped away to the west towards Tory Island, the next day they encountered convoy ONS251, again a prime target the escort corvette Hurst Castle (1060T) was singled out and sunk, then 3 days after, 3rd September 1944 a Norwegian freighter the Ffordheim (4115 GRT) was sunk, the same afternoon a patrolling Sunderland flying boat from Castle Archdale spotted U.482 on the surface, but Von Matuschka's luck held as the depth charge release gear failed and the boat crash dived to safety.

Now moving north north east from Tory Island for her return journey to base, yet again a convoy was encountered; this was HXF 305 on the 8th September 1944. Once again U.482 got in close and picked out the massive tanker/freighter "Empire Heritage" (15,702 GRT). This was a truly huge ship as shown by the photos on the TV program, but again U.482 hit the target and the huge vessel was left burning from end to end, pictures were shown, but I suspect this was only archive footage (AFW). Once again only 11 survivors were picked up.

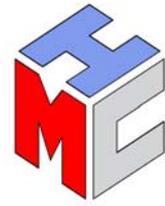


The point of the TV program was a sea scan to locate the wreck of the Empire Heritage which was found and divers found it in really clear water, pictures showed many Sherman tanks littering the seabed, also AFVs still had their tyres on also amongst the debris field, obviously these D-Day and supplies intended for the battlefield in France didn't make their target like so many of the ship's crew.



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk



As if this wasn't enough probably the ship's last torpedo was used to despatch to British freighter MV Pinto (1346 GRT). All torpedoes expended U.482 returned to Bergen arriving on the 26th September 1944 having covered nearly 3,000 sea miles of which only 256 were on the surface, certainly a success for the Schnorkel. Also it meant an Iron Cross 1st Class for the skipper and lower grades for the main crew members plus a leave period.

Repaired and replenished at Bergen before the call of war was again heard, the U.482 left for her 2nd patrol on 18th November 1944 to operate in British coastal waters in the North Channel between Scotland and Northern Ireland, no action was seen until 15th January 1945 when once again it was the "big things" that took the U.482's attention in the shape of the Norwegian tanker Spinanger (7429 GRT) and the Lease Lend escort carrier Thane (P.48)*, both vessels were damaged by torpedoes from U.482. The Thane was towed to Greenock but was not repaired during the war; escort for this was provided by another escort carrier HMS Puncher and her 821 Sqdn Barracudas on A/S patrol.

(*The Thane had brought 18 Corsair IV aircraft from USA of 1851 Sqdn these fortunately were disembarked at Belfast the day before)

However U.482's luck was about to run out, the 22nd Escort Group were on hand to follow up on the action and the 5 vessels trapped and mass depth charged. U.482 who had no escape, the daredevil had gone to the well once too often, the boat was sunk on 16th January 1945, NW of Machrihamish Scotland in position 53-30N x 05-53 W, there were no survivors from her 48 crew.

22 nd Escort Group	Type	Pennant No.	Class
HMS Loch Craggie	Frigate	K.609	Loch Class
HMS Amethyst	Sloop	U.16	Black Swan
HMS Hart	Sloop	U.158	Black Swan
HMS Peacock	Sloop	U.96	Black Swan
HMS Startling	Sloop	U.66	Black Swan
HMS Hurst Castle	Corvette	K.416	Sunk 1/9/44
HMS Thane	Escort Carrier	P.48	Smiler Class
HMS Puncher	Escort Carrier	D.79	Smiler Class

Sunk In a Faraway Place – The Search for U.745

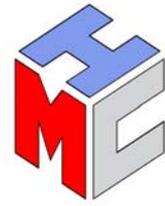
On Sunday September 2nd Sky's National Geographical channel produced another gem when they followed the search for U.745 and a Finnish trawler converted to a Minelayer the "Lowghii" by a crew on a diving vessel with an ROV etc, in the Gulf of Finland.

The U.745 was built by Schichau of Danzig (Gdansk) in the Baltic. Launched in April 1943 and commanded by Kap Lt Wilhelm von Trotha, the shakedown cruise was uneventful except for a collision with U.768, which was sunk. In May 1944, U.745 sailed from Keil to join a group of 22 other U-boats known as the "Mitie" group whose prime purpose was to protect Norway & Denmark from invasion by the Allies, as a by product of Operation



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

Overlord (D-Day). Of the many participants in-between June and August nothing much happened of note. Due to the Allies being fully committed crossing the English Channel and beyond.

Using Helsinki as a base from the 8th August 1944 they left on another patrol on the 23rd August 1944 and 3 days later torpedoed and sank the Russian patrol vessel TSC48 east of Malgy Island * at the eastern end of the Gulf of Finland (* Ostrov-Malgy Island due west of St Petersburg)

Returning to Helsinki on 29th August 1944, they were there when Finland broke off diplomatic relations with Germany on the 2nd September 1944 and when the Finns surrendered on the 4th September 1944, this caused Germany to evacuate their harbours in Finland and remove troops and equipment to Baltic bases Danzig, Gotenhafen and Memel in the following days.

U.745 left on the 12th September 1944 to patrol the Gulf of Finland made an abortive attack on Soviet vessels before putting into Liban (Liepaja) on the 17th October 1944 and arriving at Danzig on 20th October 194, their new base.

Finland's tugboat/Minelayer T-76 Korall which had been converted to an auxiliary with guns and mine laying equipment began laying throughout September and beyond, a mine barrier from Helsinki to Tallinn in the Gulf of Finland. Then in the general area around that barrier, eventually on 9th October 1944 went missing, in the belief it had been sunk by one of its own mines, but this was not so!

The U.370 another of the "Mitie" group was on patrol from Mamal in the entrance to the Gulf of Finland, in the area off Hangö on the 8th October 1944 and reported sinking a Soviet patrol gunboat, but as confirmation of this in Russian records exists, the next day U.370 damaged a Finnish tugboat on 9th October 1944, was the earlier boat sunk actually really the T-76 Korall they had sent to the bottom the day before? Mistakenly thinking it was a Russian. The U-Boat 370 returned to its Baltic base on 25th September and returned to Keil in March 1945 where it stayed until it was scuttled a few days before the war ended.

Returning to U.745, she spent 2 months @ Danzig, before she left on what was to be her last patrol on 23rd December 1944, operating in the Baltic she moved up into the Gulf of Finland, where on 11th January 1945 she made an attack on 2 tugs and a floating crane. The same day confirmation from Russian sources she torpedoed and sank the trawler T-76 Korall south of Helsinki. Over the next 3 weeks she operated off Helsinki and in early February 1945 was finally claimed by the minefield laid earlier by T-76, U.745 was lost with all hands, 48 killed. A couple of weeks later the skipper KL von Trotha's frozen body was washed up on the island of Foglo, a small island due west of Hangö, presumably washed out by the tide.

The search for the wrecks of the 2 ships U.745 and minelayer "Lowghii" was the purpose of the documentary.

A large minefield known as Vanta 3 was laid as a rectangle some 70km due south of Hangö, the ROV search located both of them in the area of Vanta 3, where the clear waters of the Gulf made diving on them easy, although the exact positions of the vessels were not given (possibly because as war graves they were vulnerable to plundering by illegal operators).

The first vessel examined was what was thought to be U.745, but the dive to the conning tower showed this was like a "bathtub" and was a rarely used type and this clearly proved it was not U.745. After research with U-Boat expert Axel it was determined that this was the wreck of U.676, which was sunk by a mine on the 19th January 1945 in the Vanta 3 minefield, there were no survivors.

The identification of U.745 was based on a wartime photo of the conning towers multiple AA guns, an armoured shield to the guns and a ready use ammo box on the railings of the tower. A later trip by the expedition did locate another submarine wreck further south of Vanta 3, the sub was sticking up out of the seabed at a 40 degree angle, the bow buried in the seabed, the structure was covered in fishing nets and a massive trawling net entangled around the superstructure making diving very dangerous, but fortunately the conning tower was standing clear of the entanglement and a perfect film by video camera showed the AA structure as a perfect match to the wartime photo of 1944.



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

The Finish minelayer/auxiliary "Lowghii" was also located in the adjacent area of Vanta 3, lying upright on the sea bottom, she had been adding to the minefield, in water approximately 70 metres deep during January 1945 and in early February, when her loss was realised it was believed she had been a victim of her own mines on 11th February 1945, but it seems she was a victim of a torpedo from U.745. Although the program claimed it was U.370 that sank her, but in view of the locations of the wrecks the 1st opinion is the most likely. The dive on this vessel was filmed and showed her mine laying rails and fittings, also the bow with guns still intact, but due to dangerous structures and fishing nets and weather closing in the remainder of the dive was postponed.

WrySpy Special Report

Russian Air Force 100th Anniversary

Russian President Dmitry Medvedev confirmed the orders for a 100 year celebration of the Russian Air Force at Zhukovsky air base (near Moscow) with a spectacular airshow from the 10th – 12th August 2012. The show included a wealth of modern fighter jets, bombers, transports, helicopters and historic aircraft displaying, to create a super spectacle.

Following the highly successful MAKs shows of recent years (see report of 2011 MAKs in Sticky Fingers issue No.90). WrySpys Russian reporter Alexi Povazeny who had been to his home country, visited the show and reports on some of the various types on some of the various types on display at the show.

- 1 A large 10 ship rhombus of new Su-34s in four ship flights from the training centre @ Lipetsk-Baltimore, the new Su-34 is currently established in the Russian Air Force and this was the first ever display by in service machines.
- 2 The Sukhoi T-50 (Bort 52) prototype did a super display with a Mig-35 for company, Russia's two newest and foremost jets.
- 3 4 Mig-31s operating from Savasleyka in formation flying over the display.
- 4 3 ship formations of Tu-22M3, Tu-95SMS and Tu-160 bombers flew a low pass only 300 metres height over Zhukovsky's main runway.
- 5 Solo flights of all Antonov types within space of a few minutes, An-2, An-12, An-26, An-22, An-124 and the latest An-140 all flying over the display area; such heavies were an amazing sight.
- 6 A comprehensive helicopter display Mi-28, 35 & Mi-8 amongst many others to numerous to mention individually, all operating out of Klin Airbase.
- 7 Fighters deployed on a daily basis included Su-27s, Su-25SMs and Mig-29SMTs operating out of Chkalovsky for the opening and closing sequences and creating a number 100 in the sky over the field.
- 8 Finally a flypast of W.W.2 veteran aircraft of particular significance to the said period.



The Russian President Vladimir Putin was in attendance on 11th August 2012 and the limited number of foreign aviation journalists agreed it was a spectacular event, no doubt due to the fact that they were able to visit secret bases @ Ryazan, Engels, Shaikovka & Savasleyka, where they received a very warm welcome from their hosts, who guided them around the bases, so a good time was had by all. Happy Birthday from Wryspy.

One other point worth mentioning was the attendance and displays of foreign aerobatic teams which included the Italian Frece Tricolori, the Polish Bialoczerwone Iskry and our own Red Arrows team.

Alan

Competition Results for the 3rd Round 2012

Wally Arrowsmith Trophy (Aircraft)

1/72nd Scale or Less

Position	Entrant	Model	Votes
1 st	Paul Bennett	Lockheed F-104 Starfighter	43
2 nd	Paul Bennett	Yakovlev Yak-25	40
3 rd	John Huston	Miles Magister	27
4 th =	Charles Thompson Peter Bagshaw	Fiat CR-42 Falco Mikoyan Mig-21	23
5 th	Alan Wright	Fairey What-if?	13
	Charles Thompson	Dewoitine D.520	11

1/72 nd Scale or less		
Paul Bennett Lockheed F-104 Starfighter 	Paul Bennett Yakovlev Yak-25 	John Huston – Miles Magister 
Peter Bagshaw Mikoyan Mig-21 	Charles Thompson Fiat CR-42 Falco 	Alan Wright Fairey What-if? 
Charles Thompson Dewoitine D.520 		

Greater than 1/72nd Scale

Position	Entrant	Model	Votes
1 st	Ian Brown	Cessna O-1 Bird Dog	51
2 nd	Ian Brown	Focke Wulf FW-190 A-3	48

Greater than 1/72 nd Scale	
Ian Brown Cessna O-1 Bird Dog 	Ian Brown Focke Wulf FW 190 A-3 

Positions after 2nd Round

Position	Entrant	Points
1st	Paul Bennett	140
2 nd	Ian Brown	113
3 rd	Charles Thompson	77
4 th	John Bennett	57
5 th	Peter Bagshaw	53
	Bob Smith	44
	Alan Wright	38
	Bob Lawrence Phil Worth	25
	Peter Bellamy	23
	Brian Breeze	22
	John Huston	21
	Robin Bellamy	17

IPMS Hornchurch Trophy (Miscellaneous)

Military Vehicles

Position	Entrant	Model	Votes
1st	Kevin Curley	King Tiger	N/A

Miscellaneous - Armour

Kevin Curley King Tiger



Miscellaneous

Position	Entrant	Model	Votes
1st	Ian Brown	BMW Dixie	N/A

Miscellaneous - Armour

Ian Brown BMW Dixie



Positions after 2nd Round

Position	Entrant	Points
1st	Kevin Curley	71
2 nd	Bob Lawrence	48
3 rd =	Bob Smith Phil Worth	25
4 th	Greg Brand	23
5 th	Peter Bagshaw	19