



"STICKY FINGERS"

Magazine



www.sticky-fingers.org.uk

Issue 151 December 2016

MERRY CHRISTMAS & A HAPPY NEW YEAR

DRIVES AVAILABLE

Race Driver



AMG
PETRONAS
FORMULA ONE TEAM

A vacancy has arisen for the position of race driver with the team.

As part of the travelling team, you will be responsible for the operation of an F1 car at track events, including demos, tests and Grands Prix.

You will be self-motivated with a strong desire for success and a commitment to teamwork.

Ideally, you will have a proven track record in skills including steering, braking and in particular, accelerating.

Possession of an FIA Super Licence will be an advantage.

The successful candidate should be a strong communicator able to:

- Give feedback on car set-up;
- Clearly identify strengths and weaknesses in our competitors;
- Show extreme patience in the face of media attention.

Benefits: We demand the best from our people. That's why we offer a competitive package, including: a generous bonus, life assurance, private medical cover, Mercedes company car lease scheme, on-site gym and subsidised restaurant facilities.

New Career? I'd give it a go & I'll be a lot cheaper than most of the other candidates ☺

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Peters Prattling

Modeller of the Year Competition

The following are all eligible for entry next month

Alan Wright	Focke Wulf FW-190D9
	Handley Page Heyford
	Queen Mary Trailer
	Supermarine Stranraer
	Su-33 Flanker
Allen Roffey	Supermarine Spitfire IX (early)
Bob Lawrence	Chieftain Mk.10
	de Havilland Mosquito B.IV
	P-51 Mustang Racer
	Rare Bear
	TSR2 Racer
Bob Smith	X-Craft Submarine
	AMX-13/90
	Brewster Buffalo
	Mk.V Hermaphrodite
	Skoda PA "Turtle"
Brian Breeze	Whippet W.W.I tank
	de Havilland Sea Vixen
Charles Thompson	Supermarine Scimitar
	Curtiss Mohawk IV
	Henschel Hs-129
	Junkers Ju-87
David Morse	Nakajima KI-43
	Avro Lancaster
	Avro Vulcan
	Focke Wulf FW-190D9
	Hawker Hurricane
	Junkers Ju-87G
	Supermarine Spitfire
Ian Brown	Supermarine Spitfire I
	Aichi Sieran
	Bedford Tanker Truck
	De Havilland Sea Vixen
	Hawker Seahawk
	J94 Saddle tank Train 0-6-0
	Messerschmitt Me-163
	Supermarine Spitfire F.22

John Bennett	Curtiss C-46
	Douglas DC-3
John Huston	Messerschmitt Me-262
Kevin Curley	18lb Field Gun
	Austin KZ
	8" Howitzer
Paul Bennett	Stug III
	De Havilland Vampire
	Fairey Delta
	Hawker Henley
	Martin Baker MB2
	PZL 11
	Regianne Re.200
Paul Bird	Supermarine Spitfire Mk.II
	Vought F4U-7 Corsair
	Albatross D.V
	Fokker Dr.1s
Peter Bagshaw	Fokker DVII
	Phoenix D.II
	Avrocar VZ-9
	Bedford Truck
	Dornier Do.335 B-6
	E-10
	E-25
	McDonnell Douglas A-4B Skyhawk
	Messerschmitt Me P.1099
	Mikoyan Mig-19
	Mikoyan Mig-21
	Mikoyan Mig-21 SM
Steve Crust	Mk.IV Female
	Polikarpov I-16 Type 10
	T-64
	Boeing AH-64 Apache
	IAI Kfir
	McDonnell Douglas A-4N Skyhawk



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Club Apparel

As resurrected at the last meeting, if I get enough people interested in club clothing I can put together an order. The more that the order contains the more likely the cost per item will come down. So far I have the following requests. Please check and let me know if there's anything wrong or missing before I place the order.

Club Member	Type	Size
Allen Roffey	Sweatshirt	XXL
	Polo shirt	XXL
John Huston	Polo shirt	L
	Fleece	M
Bob Smith	Polo shirt	XXL
Kevin Curley	Polo shirt	M
Ralph Hebron	Polo shirt	XXL
	Sweatshirt	XXL
Steve Crust	Fleece	L

Steve Crust Presentation

Just to prove it happened!



Forthcoming Shows in 2017

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.

2017	
January 19 th – 22 nd (Friday – Sunday)	Engineering Show, Alexandra Palace.
January 22 nd (Sunday)	IPMS Bolton Scale Model Show 2017, St Joseph's RC High School, Chorley New Road, Horwich Bolton, BL6 6HW
January 29 th (Sunday)	Model Market 4, Hanslope Village Hall, Newport Road, Hanslope, Bucks, MK19 7NZ
February 11 th (Saturday)	The Tank Museum Model Expo 2017, The Tank Museum, Bovington Wool, Dorset,



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	BH20 6JG
February 12 th (Sunday)	Midhurst Modellers Show 2017, The Grange Community and Leisure Centre, 7 Bepton Road, Midhurst, West Sussex GU29 9HD
	Huddersfield Model Show 2017, Huddersfield Leisure Centre, Spring Grove Street, Huddersfield, HD1 4BP
February 19 th (Sunday)	Shuttleworth Scale Model Exhibition, Shuttleworth Collection, Old Warden Aerodrome, Biggleswade, SG18 9EP
March 18 th & 19 th (Saturday & Sunday)	Southern Expo
April 27 th (Saturday)	IPMS Torquay & South Devon, Torquay Town Hall,
May 13 th (Saturday)	Lancing, Parish Hall, South Street, Lancing, West Sussex BN15 8AJ
August 6 th (Sunday)	Boscombe Down Aviation Collection, Old Sarum Airfield, Salisbury
November 11 th & 12 th (Saturday & Sunday)	Scale ModelWorld 2017, Telford International Centre, Telford, Shropshire, TF3 4JH

Peter

Huston's "Hurlings"

Telford 2016. . . or How I popped my SMW cherry.

Although I built my first kit sometime in the 1970's and have been attending shows around the country (and abroad) with our club for the best part of 20 years now. . . it was not until last month that I finally managed to make a pilgrimage to the Mecca of modelling affectionately known by hard core modellers as the 'Nationals'. Now it would be putting it mildly to say that the anticipation building up to the show was immense. Naturally I had some expectation of what might await me as our own Southern Expo is a highly regarded two-day show with plenty on offer from both clubs and traders, I mean how can you can improve on perfection right? . . Boy, was I about to be blown away.

So, in the early hours of Saturday morning my adventure began and either by happy design or by cruel faith my partner in crime was the irrepressible Mr Brown. He arrived in style in his magnificent Jaguar motor but he had opted not to wear the chauffeur hat this time. I guess the fact my good lady wife Jen was awake and up to see me off should have been a clue to how the weekend would go, she was getting shot of me for 3 days and wanted to enjoy every waking minute of it.

My driver made good time, no doubt assisted by my conversing on a variety of topics, when as if on cue as we passed the turn-off for the M6 by-pass we came upon stationary traffic... Doh! however for some reason everyone was keeping to the right-hand lanes leaving us to gently cruise past everyone until we came to the cause of the hold-up, this quickly passed we proceeded with no further delay arriving at Telford just before 8am. As we entered the Holiday Inn carpark we had to take avoiding action as two bag laden gentlemen walked across our path... Good Morning Peter and Robin.

Now as a 'noob' to the show this whole setting up wristbands palaver meant little to me as I had no prior experience of how it should have gone so instead I left the old hands to set up while Ian and I made a beeline for the dining room and sat down to a very tasty breakfast and the first revelation of the weekend. . . The dining room was full of IPMS club members several I was pleased to say I recognised from Southern Expo.

Peter and Robin returned and offered to take our models across as we finished up brekkie before following them across the short walk to the show halls. Now after a slight detour caused by security not opening the doors we were told to head towards we made our way to the main entrance where some of the public were already in their queue (with over an hour to opening). We were issued the coveted green 'membership' wristbands and allowed into the show via hall #3. Now the layout plans of the halls provided showed there to be 3 halls in total of which hall 3 was the smallest. But I was astonished that this small hall was in fact the size of our hall at Expo and that halls 2 & 3 were almost twice as big again.... WOW, to say I was excited is an understatement. We found our way to the Hornchurch tables in hall 1 and settled down. Steve and Allen were already manning the tables and we quickly set out our models trying not to upset the balance. The turn out from the club was quite large with both Bob's, Allen, Brian, Steve, Wally, Robin, Peter, Ian and myself so a friendly face was never far away.



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Ian and I then took the opportunity to make our first saunter around the show. For the most part the perimeter of each hall was trader territory with the IPMS Clubs & SIG's in the middle sections. I didn't have any particular wish list of things to get although for some reason Ian kept going on and on about Citroen Type H Vans. . . This lack of pre planning was to be, as you would expect, a bad thing as I was dazzled by the overwhelming selection of kits on offer and I duly arrived back on our stand with a 1/35 Heller kit of a Leopard tank in a box 3 times larger than it really need to be. I had my IPMS membership on a lanyard around my neck with a varied selection of badges that I had only added the day before, however It caught a chap's eye as he came over and gave me two badges from IPMS Colombia to add to the collection. . . "Muchas Gracias Amigo"

Hall 3 was were all the overseas IPMS Clubs displaying and to overcome my chronic shyness I forced myself to talk with as many of them as I could. The IPMS Ireland stand for example was an opportunity to put faces to the names of guys I have only spoken with on their forum. Myself and Ian continued exploring when we came across a Polish club that had their own range of 1/32 scale Polish WW1 aircraft kits for sale, I said "**dzień dobry**" to the guy who smiled and then preceded to tell both Ian and I all about these very interesting kits in great detail . . . all in Polish. We just nodded and smiled for the next 5 mins.

For me one of the highlights of **Day 1** was the Super Wing Series (SWS) Zoukei-Mura stand with their amazing range of 1/32 and 1/48 aircraft. They held a free draw for a selection of their products but I didn't win any however and their stand were what they call "**The Old Man's Tools**". These were a selection of 7 modelling tools each replicating the exact tools used by their master modeller. Ian and I got to try some of them out, some were amazing others less so but I couldn't help myself. . . I bought a pair of their £30 sprue-cutters, they are excellent but I will have to be disciplined as they should not be used even on thick sprue runners.



Considering the show was open until 6pm the time really flew by and for some reason my compadres were in a hurry to depart leaving me a bit rushed. I returned for my ablutions to find the posse all packed up and wrapped up. We checked into our Hotel and despite a kind offer of an upgrade to a Premium room (if we were willing to share one bed) we stuck with the twin room, which turned out to be two doubles... result. We then met up with Robin and Peter in the lobby and set of in search of nourishment. A short walk to the other side of the exhibition halls was a small shopping complex and ice rink offering a choice of dining experiences and before long we were seated in a warm booth ordering Italian to the festive sounds of some X-mas songs which old Ebenezer Brown found annoying. Now for some reason my fellow diners were awfully amused with my company which I was pleased with when in all honesty they were equally delightful company and



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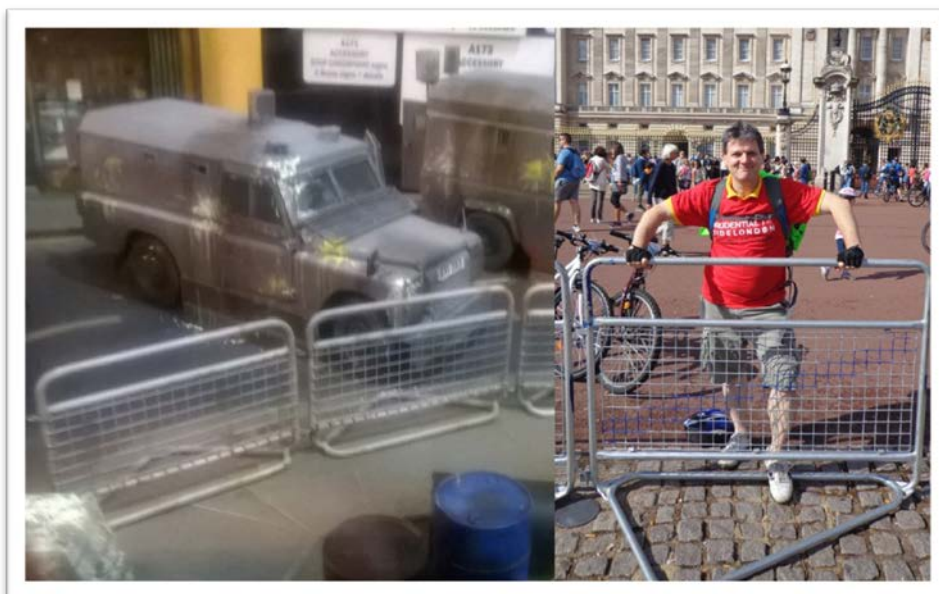
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so when we were well fed we retired back to the Hotel but not before a brief game of hide and seek, except the lads had forgotten to tell me first, but I found them easily.

Day 2 began as before with breakfast in the hotel where I discovered the bountiful supply of Nutella spread next to the jams.... I personally do not partake of the stuff myself but I have 3 at home who do, besides I had to offset the cost of the weekend somehow. I reckon the haul of 30 packets were enough. After the first day of familiarisation Ian and I decided to see what all the fuss was about and wandered into the fabled **Kit Swap** hall. We had heard scary stories of Wally spending hours in the que simply to pay for this haul. For me having only experience the (outlawed) under the table selling method of buying second hand kits, I was curious to see how the Kit Swap worked. Well as it turns out going a 9am on the Sunday there is only a modest crowd in the room. Granted the selection of kits on offer was diminished compared to the Saturday but many of those kits that were unsold from the previous day had dropped in price... I naturally was only in there to observe and despite expressly saying before that I had enough Mini kits Mr Brown would keep showing me Mini kits... before I knew it I was holding 3 of the feckers (purely for evaluation purposes you understand) but I remained resolute and I left Kit Swap with only the one Mini kit . . . and a 1/48 Red Arrows Hawk and a 1/144 Super Constellation airliner, which Wally assured me was flown by the forerunner of Aer Lingus. The rest of the day began to fly by.

However just as we entered the final hours of the show and the last of my pocket money was going in exchange for sanders/glues etc. I came across the **Accurate Armour** stand where they had the last thing I would have expected to find... 1/35th scale resin & PE crowd control barriers. Why should this be the best of the weekend I hear you ask? well as Ian will gladly tell you if you ask him, these barriers have a special place in my heart for back in 2012 while working contract for the London Metropolitan Police I had been given the task to draw up some fabrication drawings so that the Met could have 5000 new barriers made in time for the Olympics and so using a selection of 5 old ones from the stores I measured up and produced the drawings which lead to the delivery and deployment of some very shiny new barriers for crowd control duties. Now whenever an event takes place up in London (New Year's parade, Notting Hill carnival, state visits etc.) My barriers are in full use and now I have a resin set of them to model... what could be better... *if only I could model myself to stand next to one.*

Well who saw this coming but attending the show was a chap who takes 3D scans of people and reproduces them in your preferred scale... so after setting up a rail to the height of the barriers I was 3D scanned and am currently awaiting delivery of my very own 1/35th scale version of ME.



Sunday evening and the show drew to a close 4pm on the dot however unlike at Expo all we had to do was pack up our models and make our way out, so for us this was back to the hotel for a well-deserved rest. Ian and I took the opportunity to listen to the Brazilian GP which was on live radio but would not be broadcast until later that evening... the two days must have taken their toll on me as before I knew it I was in the land of nod. Mr Brown displaying a very worrisome trait decided to take some candid photos of my slumber on my phone before using the old dangle your sock across the nose to awaken me, I understand it took several attempts. We met up with Robin and Peter.... again, and set off in search of some grub....



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again, this time opting for the Steak House. I was delighted to see that the establishment had several helium balloons which I assumed were for patrons. The rather friendly waitress promised me a Green one but alas she must have seen the look in the guy's faces and while I was distracted in conversation deflated each one. I was not upset for myself but I knew how much the guys were looking forward to some fun with the helium. Well there is always next year.

Day 3 was reserved for travelling home via RAF Cosford with a visit to their restoration hanger opened specially for that week (I guess that an exhibition full of modellers just up the road is easy prey) It was very interesting to see the effort that goes into maintaining and restoring these rare birds. It was a pleasant homeward drive despite the bad weather and a sat-nav glitch that saw up miss the M1 turning. Ian had me home in time for dinner. I could see the relief on my girls faces that the auld man had returned. All told it was an amazing weekend, the company was first class so much so that the reservation for next year was made before we left Telford... but just for the one night next time... at least that what the guys said.

If like me you had not managed to get to the Scale Modell World then I cannot express just how special an event it is. I came away wanting more and I can see it becoming more of a regular event in my modelling year, maybe not every year but definitely next one.

John (IPMS member 13849)

Wrighty's "References"

Well here we are in December 2016, it could have been more to enable the air crash list into December and complete a full 2 years' worth of crashes.

It would have been if I had just woke up from a short nap in the afternoon in the early days of November. Rose was watching Sky News about 5:30pm, lo and behold just what I was looking for, airliner crash but "sleepy me" couldn't get the details of the plane. It was like this:- the plane was a Boeing from somewhere like Boston to a New York terminal I think. I recall the plane trundle into the airport hardstand, I also dropped my pen in my haste to get the number, route etc next thing I know the starboard inner (a propeller driven) engine falls off the nacelle and black smoke zooms up into the sky, the flaming engine rolls away on the runway, oh dear I missed the news reader giving the flight number & missed all essential details, I do remember it was just below 100 passengers escaped through the side doors to safety, so it is disqualified from crashes of the year, our news rivals the Metro, failed to tap into the story and offered nothing of the accident, during the following week keeping them mid-table, well out of the running for 2016. Well we soon got Nov 2016s back, yes the Piper Mirage takes up a vacant spot on the table at full cost to the owners, as you can see in the story to the right

WrySpy thanks the Metro for the use of their account of the Piper Mirage crash which killed its owners, we send our sympathy to their surviving daughter.



Wreckage: Investigators assess the six-seater Piper Mirage at the crash scene

'Pilot's error' caused plane plunge that killed family

by NICK IRVING

A PILOT'S simple error may have caused the death of his family in a horrifying air crash.

Philip Garvey, 56, probably had a 'mental lapse' or pushed the wrong button before his plane plummeted to earth with his wife and two children on board, investigators say.

The businessman began a landing descent while the autopilot was on, sending the six-seater Piper Mirage into a sudden steep climb into dense cloud. He was disorientated and recovery may have been beyond 'his capabilities', they said.

Witnesses at Dunkswell aerodrome in Devon said they heard a sound like a plane doing 'acrobatics' before it appeared and smashed into a field.

The family were flying from Fairoaks airport in Surrey, near their Woking home, something Mr Garvey had done 14 times before. This time they flew into



'Best family': Philip and Ann Garvey

poor weather, the Air Accident Investigation Branch report revealed yesterday. Investigators said Mr Garvey was 'less able than average pilots at multi-tasking and poor at prioritising, especially when under pressure'.

His wife Ann, 55, and Emily, 23, and Daniel, 20, died with him last November. Their surviving daughter, Laura Francis, 32, said: 'They were the best family anybody could wish for.'



Children: Daniel and sister Emily



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MH370

A report came out early November offering up some guesswork on the demise of the passenger jet, other items are brushed under the carpet. Read the Sticky Fingers true story of the most likely reason for its demise in issue 145.



Nice Pictures of the Aircraft Carrier Admiral Kuznetsov



The story behind the headline is self-explanatory, so now read on the Metro's story, and please note the Sukhoi Su-33 carrier fighter bomber on the deck. Maybe they want a close view of the Mediterranean coastline both North side & South side. Mr Putin is no fool and thus factor in the Med is like a poke in the chest matey you know "What's round the corner". Wrighty's favourite expression and one worth paying attention to. Spain the neutral card in the pack, sounds good they have no oil fields of their own, it all comes from further down the coast. Therefore European supply line is wide open for action on the coastal roads from Europe's own carrier force.

Sticky Fingers & Peter

Robin's article in Sticky Fingers 149, as a fellow columnist I can feel for Robin struggling with his own and the firm's computers, plus home rooms causing loss or misplacement of notes and writings for forthcoming articles going missing or spilt tea splashes on completed work. Yes it all happened to me including my laptop has become too old, decrepit (as Robin put it), let's bury them together and have a drink to their lifetime. However there is an answer to this, Peter!

Although I contribute a large portion of articles/stories/order of battle stats for various Squadrons, media pictures and historical features, I must tell you that Peter is the man who types up the finished articles and arranges the pages in his role as editor. Well "he has the best computer" and an expert at using it. He first started using his skills in the mid-1990s when true reference was hard to come by. Well Peter thanks for your efforts. I have an old sideboard in my garage loaded with references on all planes, trains, tanks, ships etc often with pictures and plans. Well thanks to Peter for everything over the years, including the books we produced together, may it continue for many years to come,



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IPMS Magazine

Potential article writers take notice!

You'll have seen in my Editorial for this issue that, as usual, I drop a hint about always being in need of more material to fill future issues of the Magazine, so I thought it might help to encourage prospective authors if I repeated our (very simple and straightforward!) basic requirements in this respect:-

1. The bulk of our articles are, of course, 'photobuild' pieces detailing the construction of 'my model of an xyz', but always remember that Chris and I are not looking for pieces on construction of award-winning masterpieces - if you've built your xyz to a reasonable standard and you think that other 'average' modellers (i.e. the vast majority of IPMS Members!) might benefit from your experience, then why not share it?

But remember that build-articles are not all that we need. If you've been to a show or an exhibition or museum, particularly one in foreign parts, and taken a few pics whilst you were there, why not write a few words on your experience and send them through to us, to entertain and inform the rest of us who never did get to Tierra del Fuego or wherever it was you went?

And also always remember the simple 'human interest' story about, say, building a model of a particular Spitfire and giving it to the chap who actually flew the real thing in WWII?

2. The text of the article text should be no more than about 2500 words and should preferably be typed in Word using 12-point Times New Roman and submitted electronically, either by way of attachment to an email or put on a CD and posted to me at the editorial address. But don't worry if you're not computer-savvy or have no access to such electronic devices - a few sheets of paper with typing (or even neat handwriting!) on them will do instead.

And please do not worry if your written English is not all that good - I'm an editor and an essential part of my job is to edit!

3. Supporting photos (comprising unsized jpeg images) should be clear and sharp so that we can preferably publish them as they are without needing to use an enhancement programme like Photoshop (though we can use such a programme if necessary). The images, which should be not more than 20 in number, are best submitted on a CD because of the difficulties of attaching a large number of them to a single email. But if you don't want to bother with CDs, then send a number of emails instead, with a few images attached to each.

Don

Are looking for writers for their magazine, the piece from their finest in issue 2016 Mar/Apr Don Carrick (editor) is calling for support staff for the IPMS mag. He explains the difficulties, much the same as we at Sticky Fingers (too true – Peter), calling for volunteers, after the Hornchurch branch annual AGM. I was wondering if Don would like Sticky Fingers best stories since then. Should we send him surplus copies?

Alan

Bob's "Bellows"

Hot off the press, got a Tamiya paint jar with a stubborn lid? Then try dipping just the lid, in a cup of hot water for a few seconds, very careful not to scold yourself then try turning the lid with a tea towel do not let your partner see this misapplication of said item. The same thing works on oil paint tube lids as well. I have tried it on several tubes and jars and so far not had a failure. Please be careful with the hot water I have not had a jar crack, I have only dipped the lid in the water not the whole jar.

Bob

Competition Results for 4th Round 2016

Wally Arrowsmith Trophy (Aircraft)

1/72nd Scale or Less

Position	Entrant	Model	Votes
1 st	Paul Bennett	de Havilland Venom	47
2 nd	Alan Wright	Supermarine Stranraer	43
3 rd	Paul Bird	Albatross D.V	38
4 th	Paul Bennett	Martin Baker MB2	33
5 th	Alan Wright	Su-33 Flanker	22
	David Morse	Avro Lancaster	19
	Peter Bagshaw	Avrocar VZ-9 (What-if)	17
	David Morse	Avro Vulcan	15

1/72nd Scale or less

Paul Bennett de Havilland Venom



Alan Wright Supermarine Stranraer



Paul Bird Albatross D.V



Paul Bennett Martin Baker MB2



Alan Wright Su-33 Flanker



David Morse Avro Lancaster



Peter Bagshaw Avrocar VZ-9 (What-if)



David Morse Avro Vulcan



Greater than 1/72nd Scale

Position	Entrant	Model	Votes
1st	Steve Crust	IAI Kfir	55
2nd	Ian Brown	de Havilland Sea Vixen	55
3rd	Bob Smith	Brewster Buffalo	46
4th	Peter Bagshaw	Polikarpov I-16 Type 10	41

Greater than 1/72nd Scale

Steve Crust

IAI Kfir



Ian Brown

de Havilland Sea Vixen



Bob Smith

Brewster Buffalo



Peter Bagshaw

Polikarpov I-16 Type 10



Positions after 4th Round

Position	Entrant	Points
1st	Paul Bennett	140
2nd	Ian Brown	113
3rd	Alan Wright	88
4th	Paul Bird	84
5th	Peter Bagshaw	82
	David Morse Steve Crust	73
	Bob Lawrence	67
	John Bennett	41
	Charles Thompson	34
	Bob Smith	23
	Allen Roffey	21
	Brian Breeze John Huston	17

IPMS Hornchurch Trophy (Miscellaneous)

Military Vehicles

Position	Entrant	Model	Votes
1 st	Bob Smith	Mk.V Hermaphrodite	48
2 nd	Peter Bagshaw	Mk.IV Female	44
3 rd	Bob Smith	Skoda PA "Turtle"	40
4 th	Peter Bagshaw	T-64	32
5 th	Kevin Curley	8" SP Howitzer	25

Miscellaneous - Armour

Bob Smith Mk.V Hermaphrodite



Peter Bagshaw Mk.IV Female



Bob Smith Skoda PA "Turtle"



Peter Bagshaw T-64



Kevin Curley 8" SP Howitzer



Positions after 4th Round

Position	Entrant	Points
1 st	Peter Bagshaw	105
2 nd	Bob Smith	96
3 rd	Kevin Curley	84
4 th	Ian Brown	50
5 th	Bob Lawrence	48
	Alan Wright	21