



"STICKY FINGERS"

Magazine.



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Peters Prattling

Next month – August 2006

- Is a visit from Kevin Nunn of Brigade Models fame, I'm hoping he'll talk about the personalities we know and love from the trade side of modelling.

Airbrush and Compressor for Sale

John Hone is selling off his Badger 200 airbrush and Revell Omega Compressor with a stock of oil and a braided hose. Price for the combined set of items is £195.00. The items have hardly been used. John can be contacted at 9 Lincoln Close, Hornchurch, Essex. RM11 3HD or on telephone number 01708 441147



IPMS (UK) Scale Modelworld (aka The Nationals)

I've had a request from the Front of House organiser to see whether we can provide a volunteer to be a competition area marshal from 5:00 to 6:00pm on the Saturday. Who is going to the Nationals and will be a) willing to spend some time on the club stand and b) would be willing to undertake the volunteer task?

Something else which hasn't really gained that much publicity as far as I can tell is that there is a competition prize being sponsored by Pocketbond who import the Trumpeter line of kits. The main prize is a 5 night trip to China and Hong Kong to see how Trumpeter kits are made. The competition is for any Trumpeter model but part of the rules stipulates that the models must be made using only the contents of the box, apart from decals. Apparently some modellers have taken umbrage at this and have been calling (harassing) Pocketbond asking them to change the rules to allow aftermarket additions, presumably because they've either started a kit already and have added some etched brass etc already or are unable to contemplate making a kit only with the contents provided. Why they felt that it was appropriate to do this is beyond me, if the rules say out of the box then that's the rules, if you can't or won't build a kit that way then tough you can't enter. It seems that Pocketbond have been very understanding and have contacted the IPMS (UK) committee to inform them but after tidying up the rules slightly are still happy to continue with the competition.

Model Collection for RAF Wittering

On the IPMS (UK) Forum there has been a request from RAF Wittering to see whether IPMS (UK) would be interested in producing a model display of the aircraft types that have been flown from RAF Wittering. The list is in 2 parts: the types most representative of Wittering and those that have played a minor role. Wittering view the first list as essential and the second as desirable. If you wish to donate a model or build one on Wittering's behalf, then please get in touch. Models should be ready by 20 Nov 06 (SMW 06 weekend) and participants will be invited to a historical tour of Wittering.

If anyone from the club is interested in taking part either let Alfie on the discussion forum know or let me know and I'll forward on the request. I've put my name down for the Mosquito NF II and possibly the Hawker Demon, but I'm not sure whether I'd get both done in time. It seems that the Harriers have probably been bagged by the Harrier SIG already.

Essential (Scale 1/72)

Avro 504K - CFS markings
Beaufighter IF - 25 or 141 Sqn
Blenheim IF - 23 or 25 Sqn
Boston III - 532 Sqn
Bristol Bulldog - CFS markings
Bristol F2B - CFS markings
Canberra B2 - 40 Sqn preferred but also 61 or 76 Sqn
Defiant I - 151 Sqn
Demon - 23 Sqn

DH9A - CFS markings
Gloster Gauntlet II - 213 Sqn
Harrier GR1 - 1 Sqn (donation by Harrier SIG?)
Harrier GR3 - 1 Sqn (donation by Harrier SIG?)
Harrier GR5 - 1 Sqn (donation by Harrier SIG?)
Harrier GR7 - 20(R) Sqn (donation by Harrier SIG?)
Harrier T10 - 20(R) Sqn (donation by Rob Monfea)
Harrier T2/4 - 233 OCU (donation by Harrier SIG?)
Havoc I Turbinlite - 532 Sqn
Hawker Fury - 11 FTS
Hornet F1 - 19 Sqn

Hunter FGA9 - 45 Sqn preferred but also 1 or 58 Sqn
Hurricane I - 1, 151 or 213 Sqn
Lincoln B2 - (donation by Mike C)
Fw 190A - 1426 EAC Flt
Heinkel 111 - 1426 EAC Flt
Ju88C - 1426 EAC Flt
Me109G - 1426 EAC Flt
Mosquito II - 141 or 151 Sqn
Mosquito NF36 - 141 Sqn
P38 - 55 USAF (not sure of variant or 55th what)
P51 - 55 USAF (not sure of variant or 55th what)
Sopwith Camel - 38 HD Sqn
Sopwith Pup - 38 HD Sqn
Spitfire I - 266 or 610 Sqn (donation by Colin?)
Spitfire VB - 266 Sqn (donation by Colin?)
Typhoon - FIDU/AFDU
Valiant - 138 Sqn preferred but also 7 or 49 Sqn
Victor B2 Blue Steel - 100 Sqn preferred but also 139 Sqn
Whirlwind HC10 - 230 Sqn

Desirable (Scale 1/72)

Avro Audax - 11 FTS
Avro Hart- 11 FTS
Avro Tutor- 11 FTS

AW Siskin - CFS
Be2C - 38 HD Sqn
Be12C - 38 HD Sqn
Beaufighter VIF - 141 Sqn
Boston III Turbinlite - 532 Sqn
Canberra B(I)8 - 100 Sqn
Curtiss Jenny - 1 Trg Depot
Defiant II - 151 Sqn
DH6 - 1 Trg Depot
DH9 - 1 Trg Depot
Fairey IIIIF - CFS
FE2B - 38 HD Sqn
Gloster Gamecock - CFS
Gloster Gauntlet - 11 FTS
Gloster Greebe - CFS
Havoc I - 25 Sqn
Hurricane IIB - 532 Sqn (donation by Wolfie?)
Hurricane IIC - 151 or 532 Sqn (donation by Wolfie?)
Miles Magister - FIDU/AFDU or 25 Sqn
Mosquito XXX - 219 Sqn
RE7 - 38 HD Sqn
Sopwith Snipe - CFS
Spitfire IIA - 266 Sqn
Vickers Victoria - CFS

The New London Hannants

Spotted at a model store near (ish) to you, spot the helpful chap behind the counter!



Forthcoming Shows in 2006

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.

20 th August (Sunday)	IPMS Avon. Yate Leisure Centre.
2 nd & 3 rd September (Saturday & Sunday)	IPMS Medway show – Held at the Royal Engineers Museum Gillingham, Kent, we could attend on either or both days. Danny has volunteered to go to this show provided someone else can go along to help man the stand.
3 rd September (Sunday)	IPMS Brampton. Priory Centre, Priory Lane, ST. NEOTS PE19 2BH. We have 2 tables booked.
9 th September (Saturday)	IPMS Mid Sussex – ex “Fort Full of Models”. This is in a new location at Haywards Heath.
10 th September (Sunday)	Sutton Coldfield Model Makers Society Model Spectacular 2006. Sutton Coldfield Town Hall, West Midlands. 10.00 am. to 4.30 pm
17 th September (Sunday)	Wings and Things. Held at the Spalding Grammar School in aid of Lincs/Notts Air Ambulance
1 st October (Sunday)	East Anglian Model Show. Stowmarket
18 th & 19 th November (Saturday and Sunday)	Scale Modelworld – IPMS Nationals. The club IPMS branch return has been sent in to the Branch Liaison Officer so in theory we should have space booked for the show.

That's all for now, so happy modelling.

Peter

“SPEEDWAY RACING” A good night out.

Are you a motor cycle enthusiast, have you watched ‘Super bikes’ on TV then have you ever been to “Speedway” racing.

Common reply is “oh that is where the first one out of the start always wins”. Not so, a myth perpetrated by people of my age group 60+, who attended a few meetings after the war when the sport was in its heyday. Indeed it was at times like that.

However since being sponsored by “Sky Sports” over the last 5 years many changes have taken place and this myth is far from the truth of today’s meetings, (watch Sky Sports” Mondays at 7.30pm) and you’ll see for yourself. Well what’s it like now? Well there are three leagues. The top being the ELITE LEAGUE, 2nd the Premier league & 3rd the conference league, rather like the grading in football.

Today we are only interested in the “Elite” league, it has 11 clubs each having 7 riders (those include 90% of the worlds best riders).

In this area we are fortunate to have an Elite league track locally, it is ARENA ESSEX hammers, the track is situated just off the services roundabout at the Dartford Tunnel.

A race meeting consists of 15 races, two riders from the home & 2 from the away team. The oval tracks usually vary between 300 to 400 metres in length the race is over 4 laps of the track, points are scored 3pts (1st) 2pts (2nd) 1pt (3rd). Heat totals are added up progressively over the 15 races to give a final result.

In the league a win gives 2pts, and the return against the same opponents on their track, the two meetings are added together

(i.e. A Essex 50pts Ipswich 40pts – Ipswich 46 pts A Essex 44pts) an overall win by Essex 94 to 86, this gives the additional bonus point to the 2 for the home win thus 3 league pts, Ipswich would only get 2pts for the home win.

A few other pointers:-

ELITE TEAMS.

Arena. Ipswich. Poole. Peterbro. Coventry. Eastbourne. Oxford. Wolverhampton. Belle vue. Manchester. Reading.

Entry £15 Adults £13 OAP

Car park free, room for 2.500 cars.

Free bus from Hornchurch, White hart (Lloyds No1) 6.45.

Start time 7.45- every wed’s

Finish time approx 9.30.

Thrills, spills, Excitement, Give it a go, for further and more details ask me, like the finer points of the rules, personalities & equipment ect.

Alan Wright.

Dragon 2nd SAS France 44 Figure set No 6199

Ian Sadler



This new set is welcome from Dragon, not only does it fill an important gap in Allied Troops for WW 2, but it is British.

A word of caution I will not make any comments on the actual figures or poses, that is for better figure painters than me to do in the fullness of time.

My comments are based on the uniforms worn by the figures and what can be done with a little research and replacing of heads and legs etc.

We are dealing with 3 basic figures one wearing a brown leather jerkin , two wearing Denison Smocks and the last wearing a Windproof Smock.

So starting with the leather jerkin figure firstly, by altering the head you can use this figure for any arm of service in the British Army from 1914 to present day. For WW1 figures you need a new head with or without helmet and alter the trousers to have putties on the calves, the boots are the same. The leather jerkin is still worn today but is now in a green mock leather or PVC, so by altering the pocket on the legs and removing the anklets, reshaping the trousers and blousing the boots you have modern figure lastly you can leave the beret on but replace the badge.

Other countries have used the leather jerkin from the same period and some are still using it today several come to mind India, Pakistan, and South Africa. Australia, New Zealand. I am almost certain it was used post war by Belgium, Holland, Norway till the late 1970's.

The Denison or to give it its correct Title "Airborne Smock Denison Camouflage "or later it was Titled "Smock Denison Parachutist"

First used in a plain herringbone material and dyed a light buff colour. Then it was camouflaged with the familiar pattern.

Let me kill off a myth about the camouflage pattern it was not painted on by hand. The erroneous reason for this is the pattern resembles brush strokes. To the untrained eye this makes some modellers think it was hand painted. It was in fact printed on silk screen rollers one colour on top of each other.

There are 3 patterns of camouflage used in the Denison the original, then the first pattern modified post war in 1947 and lastly the final version in the mid 1960's. The changes were mainly in the colours firstly used then the layout and style of pattern was altered. Only very minor alterations to the basic jacket were made through out its life i.e. knitted cuffs added in war time and post war, full length zips war time mainly used by Officers and General's and then they became part of the standard pattern for the post war Denison.

There are two other versions of the Denison; I have the Marines version which has the half zip replaced with buttons and loops for fastening the opening. The other I have only seen in museum's it's a waterproof version in a

dark green waxed cloth used by the SBS. But cut to the same pattern as the Denison.

So who used the Denison and when, British, Canadian, Polish Airborne and Glider Pilots, British Marine Commandoes, British Army Commandoes. Free French Commandoes, Norwegian Commandoes. Also just about anyone who could come up with a valid reason for having one, these include Foo's, APFU, General's etc in WW2.



Dates of use in the British Army from 1941 to the mid late 80's some do turn up in later photographs of Para's or Marines who may have bought them privately.

Used and copied by the following countries since WW 2 British, Australia, Belgium, Canada, Dutch, Egypt, French (Indo China), Greece, , India, Iran, Iraq, Israel, Italy, Jordan , Kenya, Norway, New Zealand, Pakistan, Spain, Syria, South Africa, Turkey, and lastly loads of African counties to many to name. Some are original surplus stock and others are copies. The only difference is in the camouflage pattern, you will have to do your own research country by country and period by period.

So by altering the heads and legs you can achieve any of the above end users.



Now for the last Figure the one wearing the Smock, this has over time built up more myths than any other uniform item ever worn by British troops since its introduction in 1941. It has erroneously been called The SAS Smock. Let me state here and now at no time has it ever had a label with the words SAS in the title. In chronological order of manufacture, it is titled "Smock Windproof Drab", "Smock Windproof Snow Suit Green Denim", "Smock Windproof Snow Suit White light or heavy", "Smock Windproof Camouflage" and lastly the rarest one "Smock Windproof Jungle Camouflage".

It was first used by the LRDG first and then by the SAS in the desert, this was the drab version, a light buff colour of which there are two variations in colour. One has a very tiny brown fleck in the pattern so tiny it would be impossible to paint it in.

Next is the Green Denim Snow suit version, this was used by the British Mountain troops, Army Commandoes, Airborne, Glider Pilots for summer training in the highlands of Scotland, when there was no snow on the ground.

Next is the Snow Suit this was made in two weights of material a light cotton and heavy cotton, for use in Snowy conditions and in general issue from Oct 1944 if supplies arrived in time. Also supplied to the Americans and used

by them, in many photographs it is wrongly captioned at US Stocks.

Next we come to the Smock Camouflage; this was issued to SAS, Marines mainly the SBS. Here comes the shock also Female troops' manning the AA defences in the UK. Also ATS drivers and some female dispatch riders obtained them.

I have also seen them being used by Regular Officers in the field in Normandy in August / September 1944.

Post war use of the smock it was on general issue in the days of UK National Service. It was issued to British troops in Kenya in the mid 1960's, Again the French used it in Indo China; they inserted a full length zip in it.

It was and is still used by the SBS and to a lesser degree the SAS in the Buff and Camouflage versions. Recent photos on TV have shown it still in use, whether these are old stock or private purchases of recent copies I have no way of knowing.

The above named smocks are identical in cut and style and are made to the same pattern. It is only the colour or camouflage or weights of cloth that makes them different and of course the labels.

Any faults or omissions are mine and mine alone. This is intend only as a starting point for further research for others to carry out for the individual figure the may wish to convert.

I commend not only Ron Volstad for his art work but Dragon for giving us a wonderful and the most versatile set of figures.

Ian Sadler May 2004 ©

Bit of a Giggle.

A hip young man goes out and buys the best car available: a Ferrari F50. It is one of the fastest and most expensive cars in the world, and it costs around \$500,000. He takes it out for a spin and, while doing so, stops at a red light. An old man on a moped (both looking about 90 years old) pulls up next to him. The old man looks over the sleek, shiny surface of the car and asks, "What kind of car ya' got there, sonny?"

The young man replies "A Ferrari F50. They cost \$500,000."

"That's a lot of money," replies the old man. "Why does it cost so much?"

"Because this car can do up to over 300 kilometres an hour!" states the young man proudly.

The moped driver asks, "Can I take a look inside?"

"Sure," replies the owner.

So, the old man pokes his head in the window and looks around. Leaning back on his moped, the old man says, "That's a pretty nice car, all right!"

Just then, the light changes, so the young guy decides to show the old man what his car can do. He floors it, and within 10 seconds, the speedometer reads 200 kph. Suddenly, he notices a dot in his rear view mirror that seems to be getting closer! He slows down to see what it could be and suddenly, (whhhooooosshhh!) Something whips by him, going much faster!

"What on earth could be going faster than my F50?" the young man asks himself.

Then, ahead of him, he sees a dot coming toward him. (whhhooooosshhh!) It goes by again, heading the opposite direction!

And, it almost looked like the old man on the moped!

"Couldn't be," thinks the guy. "How could a moped outrun a Ferrari?"

Again, he sees a dot in his rear view mirror! And this time, it appears to be heading right for him!!

(whhhooooosshhh...a-BbbblMMMM!!)

It plows into the back of his car! The young man jumps out. It is the old man!!! Of course, the moped and the old man are both racked up. He runs up to the old man and says, "You're hurt bad! Is there anything I can do for you?"

The old man groans and replies, "Yes. Unhook my suspenders from your side view mirror!"

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After spending all their cash on booze during a night on the town, Dave and Eric have no money for a taxi home. Dave has a drunken idea. "Let's steal a bus!" he persuades Eric to break into the bus station. But 20 minutes later, Eric has failed to emerge. Dave sticks his head round the door. "What on earth are you doing? "I can't find a number seven anywhere," Says a distressed Eric. "You idiot," shouts Dave, shaking his head in disbelief. "Just steal a number nine. We can get off at the roundabout and walk the rest of the way."