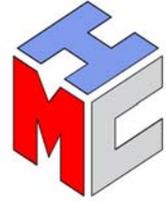




"STICKY FINGERS"TM

Magazine



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Issue 110 July 2013

Next month - August 2013 - Modelling Evening

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Peters Prattling

Home Front

A few random mutterings from me this month as it's been a little quiet. The other day the boss asked me whether I'd be interested in doing some tank driving. Not one to pass over something like that so I checked with Karen that we would be available as it was only available on Saturdays and based down in Hampshire so would really involve a weekend away, never mind what a shame that would be. Thankfully for me we were free a few weekends near to my birthday in August so that fitted in really well and there was a space available on the weekend we preferred. Result!

The reason why the offer was made? Well it was bought as one of these experience packages which you then give to the recipient and they book up when was most convenient to them. In this case my boss bought it for his brother, who has now decided he wouldn't get round to going on it. Deadline was the end of October so not really much of an excuse, so rather than waste it as he knew I would be interested I got first refusal.

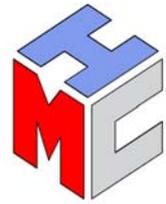
The day involves driving a quad bike, FV Armoured Personnel carrier, Abbot Self Propelled gun and a Chieftain tank, so should be good. Many of these "Tank Driving" experiences only feature the Abbots which technically aren't tanks, but I imagine they are good fun anyway.

Other highlight for me is an opportunity to go and see Iron Maiden in concert at the O2. Again totally random event as I just happened to look at their website and noted that in what was a few days' time from when I looked they would be releasing tickets for a newly announced date in early August. Their only date in the UK for their current tour was to have been at the Donington Festival and that was something date really didn't appeal, much like Glastonbury really. The tickets were available from last Friday morning at 9:00am, so there I was at 8:45 already entering my details on-line to enter the "waiting room" in preparation for the purchase. I was lucky enough to get through and actually get hold of some tickets, someone else who I know was trying to get some failed and they were only about 30 seconds behind me.

On a slightly less happy note, the company I am working for at the moment has announced an IT restructure which really means redundancies. I am in the happy (!) position of being in a selection pool, which basically means that



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within the team we are reducing from 3 to 2 positions. Therefore the manager has to pick/select one person who will be made redundant. Fingers crossed I might know by club night if I can breathe a sigh of relief and I'm to be kept on. So if I look or sound a little distracted at the moment that's why.

Romford ATC

I received the following email below the other day and obviously to me it sounded like something we as a club could get involved with, should there be enough interest I shall endeavour to find out more, such things as when, how many and whether we need to supply kits and or tools. I can think of some kits we have in the Southern Expo stock that we might be able to use.

I am a civilian instructor with the Air Training Corp in Romford and every year there are inter squadron competitions. One of these is model making which we do not enter however the we intend to have a go this time. The cadets are around 15 years old but their skill levels are low. I was wondering if someone from your club could come down and demonstrate basic techniques to give the cadets confidence in participating.

We parade on a Monday and Thursday evenings and are located in the TA centre in Romford road close to the dog track.

ModelZone in Administration

For those who haven't noticed yet. ModelZone have gone into administration, but are still trading at the moment. They apparently expanded too quickly and didn't pick their shop locations well enough and so lost money.

The Romford shop and most others by the sound of it are having a stock liquidation sale of 20% off all kits and 30% off paints and other tools. So there might be something you are interested in there.

Forthcoming Shows in 2012/2013

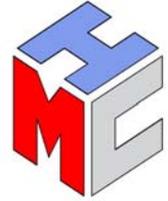
Shows with **highlight** have been booked for us to attend. If you wish to attend any of the shows with the club stand please let me know so I can attempt to book space for the club.

| 2013 | |
|--|--|
| 28 th July (Sunday) | Midland 2013 Model Expo, Cocks Moors Woods Leisure Centre & Golf Course, Alcester Road South, Kings Heath, Birmingham, B14 6ER |
| 3 rd & 4 th August (Saturday & Sunday) | Essex MAFVA "Present Arms" Damyns Hall as part of the Military & Flying Machines Show - http://www.militaryandflyingmachines.org.uk . Allen Roffey, John Huston, Ian Brown, Graham Hill are attending |
| 1 st September (Sunday) | East Riding of Yorkshire Model Show, Driffield Showground, Kellythorpe, Driffield, East Yorkshire, YO25 9DN |
| 8 th September (Sunday) | Model Spectacular 2013, Sutton Coldfield Town Hall, B73 6AB |
| 22 nd September (Sunday) | Wings & Things 2013, Spalding High School, Spalding, Lincolnshire, PE11 2PJ |
| 29 th September (Sunday) | St Ives Model Show , Burgess Civic Hall, Westwood Road, St Ives, Cambridgeshire, PE27 6WU (aka the Brampton Show) |
| 9 th & 10 th November (Saturday & Sunday) | Scale ModelWorld 2013 - 50th Anniversary Show , Telford International Centre, Telford, Shropshire, TF3 4JH |
| 2014 | |
| 17 th to 19 th January (Friday, Saturday & Sunday) | Model Engineering Show , Alexandria Palace. |

Peter



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Wrighty's References

Modelling Magazines

The number of magazines on modelling are massive when one goes into WH Smiths nowadays, I made some of the cuff enquiries with some club members recently and the popular result off this was many of you thought they were too repetitive, too reliant on the latest kits released, too expensive, but they are very good productions of which most of you have a different favourite, that's fine enough.

AQ very good trend has sprung up at the club recently, where members are bringing copies of magazines in for other members to look at. This is great, what about everybody bringing a few they have finished with to the club tables and take some you haven't read, or bring them back next months for somebody else? Havering Council will survive without them going in your orange bag.

The beauty of this is that these magazines don't date, if you're making a Stuka (for example) SAMI may not have covered it, but Model Aircraft Monthly did last November (it would be the one for you), put your copy of SAMI in January which you completed the Hellcat from, is no use to you. I know some of you collect the volumes of your favourites, OK, so do I, my favourite is Combat Aircraft and so do keep them, but magazines like "Jets", Tamiya or Airfix Magazine do come my way and I will bring them in. Think about it, clear some space in your model room and get some free replacements, as "Del Boy" says "You know it makes sense!"

| Magazine | Editor |
|---|---------------------|
| Jets | Stephen Bridgewater |
| Model Airplane International | Richard Franks |
| Scale Aviation Modelling International (SAMI) | Gary Hatcher |
| Scale Aircraft Modelling (SAM) | Jay Laverty |
| Model Aircraft | Gary Hatcher |
| Airfix Modelworld | Glenn Sands |
| Fly Past | Nigel Price |
| Combat Aircraft | Jamie Hunter |
| Airforces Monthly | Gary Parsons |
| Aeroplane Magazine | Jarrold Cutter |
| Model Aircraft Monthly | Neil Robinson |

| | |
|-------------------------------------|--|
| Air Pictorial | 1950 – 2001 – Merged into Aviation News |
| Airliners | |
| Air Modeller | |
| Air International | |
| Tamiya Model Magazine | Marcus Nichols |
| Military Scale Modelling | Andy Evans |
| Military Illustrated Modeller (New) | Brett Green / Marcus Nichols |
| Model Aviation World | Spencer Pollard / Alan Firebank (Closed) |
| Military Modelling | Kelvin Barber |

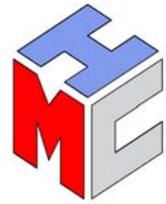
Carefully Laid Modelling Plans Exploded @ Hendon

For the last 6 months I have only completed one model, due to family commitments and domestic drudgery. Somewhere around last November I said I had 4 kits of 5th generation jets to do and this was the priority to complete my collection. The next in line was the French Rafale as it seems the easiest option. Well by autumn 2012 I was ready, but I thought "I need something easy to get back into the swing of things again". I found an old Airfix Battle kit at the back of the stock cupboard, which will do. Before long I had filled the interior with plastic and



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pilots and produced a "What If?" model you may recall it, a 3 seater fighter bomber in grey/green with SEAC White Strips (see October Sticky Fingers). Christmas was upon us, the chance had gone. Like Robin needs his good lady to be absorbed in her golf to get his project underway. I didn't have the time either.

The diabolical cold and wet weather wrote off spring for this "retired" model maker, plus his having to fir hobbies around endless Premier League football matches that didn't take up 5 evenings a week or weekends, so no further progress was made.

Well "Seasons End" finally arrived along with weather that made my model room habitable again; by mid-May I am ready to tackle the Rafale.

Then along comes the Hendon Show, successfully missing buying anything at all at the show, however a new exhibit at the show, the wooden hulled Supermarine Southampton caught my eye and presumably etched itself on my modelling section of my brain.

May, the football ended, spare time again, what did I do, go rummaging through the kit cupboard to dig the left overs from my Singapore that took me 2 years to scratchbuild. The next afternoon I was shaping balsa wood to the pattern of the hull on the Contrail vacform plans. On Monday I was on the phone to Key Publications for their book "Golden Age of Flying Boats". All sense of reason had gone, I had to complete this flying boat, part of the drive is that none of you have ever made it. In the last 20 years I don't think any of the magazines listed in the previous article have tried to tell us how to do it. Contrail is a long time dead! So there you have it, I'm tied into doing it, and hopefully completion will be before August when the football season starts again.

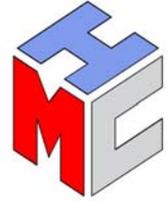
What about the other project (Rafale and 3 others)? Well we can only quote the F-35 Strike Fighter, if they can keep delaying that, I will put back the starting date to September/October 2013. OK?

Alan



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Brand's "Bumblings"

Greg passed me this interesting article to put in Sticky Fingers.

17th June 2013

Gregory Brand.

I am in the process of building a Masagawa (KIT N° 00945) 1/72nd Scale RSR MK III Lancaster air-sea rescue coastal command 38 Squadron. The model is for a friend at Hampden Lodge bowls club, who's father was killed on 15 January 1953 through a mid-air collision. Steve Bandler retired police officer has kindly supplied me with the story of the crash plus photos of the aircraft and crew, and the history of 38 Squadron. I am sure the club members will find the article of interest.

15 January 1953 Lancaster GR.1 TX27038

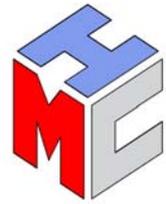


The Lancaster was flying about 1,500 feet, 28 miles South West of Agrigento, Sicily, shadowing the cruiser H.M.S. Gambia en-route for Malta during night exercises with the Mediterranean Fleet. At 4.45 a.m., units of the 1st and Destroyer Squadrons reported an explosion some twelve miles ahead of the force and proceeded to the scene. The destroyer Sainte« picked up a petrol tank with R.A.F. markings. Other warships picked up several pieces of wreckage later.



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The crew of seven who perished in the Lancaster crash were:

Fit. Silo Stefan Jerzykowski – Pilot

Flt. Sgt. Ian Gordon

Flt. Sgt. George Arthur Haisman

Sgt. Arthur Leslie Giles

Sgt. Clement Noel Cutis

Sgt. Mathew William Archer

Sgt. Victor Ronald Chandler was recovered and brought to Malta for burial. He rests at Mtarfa Military cemetery.

Flt. Sgt. Jerzykowski was a much-admired pilot and was respected not only by his colleagues on 38 Squadron but also by all those who knew him. He was renowned to roll the heavy four-engine maritime reconnaissance aircraft - a very difficult feat indeed.

15 January 1953 Valetta C.I VX562 Malta Comm

The Royal Air Force twin-engine Valetta (c/n 483) had been taken on Squadron charge only the previous month. The transport plane took off from Luqa late at night with a crew of three and eighteen passengers aboard and headed for Istres, Marseilles in thundery weather and heavy rain. The aircraft failed to respond to Air Traffic Control half an hour after departure from Luqa for the United Kingdom, when it was still considered to be in Malta's airspace. It was hoped that the pilot would contact another location en-route to Istres, Marseilles.

By next morning, the aircraft was listed as overdue. The report of an aerial explosion, 100 miles north east of Malta and the failure of the transport aircraft to contact anyone convinced the Rescue Co-ordination Centre at Luqa that something was definitely amiss. The Centre went into full swing and ordered part of the fleet, at that time recovering wreckage thought to have come from the Lancaster to search for wreckage from the Valetta. The search was called off in the evening and the ships returned to port after picking up wreckage and personal belongings from both aircraft.

It is most probable, that the Valetta descended to avoid bad weather and collided with the Lancaster. There were no survivors.

Flt. Lt. Harold William Carey – Pilot

Flg. Off. Alan Theophilus Wakeman – Navigator

Sgt. Eric Charles Oliver - Signaller

Sgt. Gordon Bruce Yorston

Sgt. Arthur Senior

Ldg. Air. Richard Lionel Rigby

Ldg. Air. George Duncan Wilson

Ldg. Air. Raymond Hodgson

Ldg. Air. Samuel Alan Yates

Ldg. Air. Robert Beggs

Ldg. Air. John William Frederick McVeagh

Ldg. Air. Kenneth Malcolm Stock

Ldg. Air. Matthew Hill

Ldg. Air. Joseph Parkes

Ldg. Air. John Michael Laurie Daly

Ldg. Air. Thomas Brent

Aircraftman 1st Class Kenneth Brian Riley

Junior Tech. Peter Frederick Seago

Engine Room Artificer 2nd Class L Pack Royal Navy Passenger

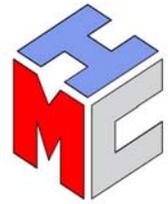
This was the highest casualty figure in anyone accident for the year with twenty six killed.

A Memorial Service was held in the airmen's mess on the 25th of January. (The mess was used as the Station church could not hold the number of Royal Air Force personnel who wanted to attend, as quite a lot of them were: mourning the loss of some person they knew, or worked with)



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This photo was taken from 38 Squadrons Christmas card in 1952.
It shows Lancaster TX 270 over the Maltese coast

This aircraft was involved in a mid-air collision off the coast of Sicily with R.A.F.

Vickers Valetta Transport plane VX 562 on 15.1.53 with 26 fatalities. A watercolour of this photo was presented to The Malta Aviation Museum at Ta Qali and tree planted at the National Memorial Arboretum near Litchfield, Staffordshire in memory of those who lost their lives.

No.38 Squadron RFC



No.38 Squadron RFC had some-thing of a false start, for it was originally formed at Thetford on 1 April 1916 and began training; it was then decided that the unit would remain as a training squadron, so it was re-designated No.25 (Reserve) Squadron on 22 May 1916.

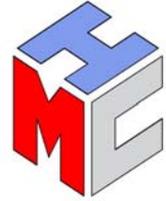
Two months later a second attempt was made and a new No.38 Squadron formed at Castle Bromwich on 14 July 1916. Intended as a Home Defence unit for the West Midlands, it was equipped with RAF B.E.2c aircraft at first but, on moving base to Melton Mowbray in September, it was re-equipped with RAF F.E.2b aircraft. The squadron operated in a dual role, being used for pilot instruction during the day and air defence at night. This latter involved patrols on every night that Zeppelins were anticipated in the squadron's area (the unit had detached flights at Leadenham, Buckminster and Stamford), and No.38 was operational in this role for months from January 1917.

In May 1918 the squadron was withdrawn from the Home Defence role and transferred to Dunkirk where it became a night bomber squadron, still with its F.E.2b aircraft. Its first raid was flown against Ostend docks on 13 June 1918, when 10 of the squadron's aircraft took part. No.38 only saw five



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months of operations, during which time it made 47 raids, principally on the German canals, railways, dumps and airfields in Belgium. It remained in Belgium until the end of the war then, after a couple of months in France, returned to England without its aircraft and was disbanded at Hawkinge on 4 July 1919.

On 16 September 1935 the squadron reformed at Mildenhall by expanding 'B' Flight of No.99 Squadron to full strength. It was again a night bomber squadron, equipped with Handley Page Heyfords; these were by way of being interim equipment as far as No.38 was concerned, because it was to be one of the first RAF squadrons to re-equip with a monoplane bomber, the Fairey Hendon. These began arriving in November 1936, but it was the following summer before all the Heyfords had gone. No.38 Squadron was the only unit fully equipped with this type, which it flew for two years, taking part in all the air exercises of the period.

At the end of 1938 it received the first of the new Vickers Wellington bombers, and then in the forefront of Bomber Command was declared operational on the outbreak of war. Its early shipping sweeps over the North Sea were inconclusive, but on 3 December 1939 it was part of a force of Wellingtons attacking shipping off Heligoland. During the raid the squadron destroyed one enemy fighter, although little success came from the bombing.

In 1940 No.38 Squadron began night raids, and these became regular from May 1940 onwards. The Channel ports and the Ruhr were the normal targets, but occasionally the squadron flew farther into Germany, reaching as far as Berlin later in the year. However, in November No.38, like No.37, was withdrawn from operations and dispatched to the Middle East to form a night bomber wing there.

It began operations soon after setting up base at Fayid and joined in the regular attacks on Italian ports along the North African coast in order to hamper the movement of supplies to the Italian forces in the Western Desert. This became the normal duties of No.38 Squadron, but it also went farther afield, especially after Germany had taken over Greece, the Greek islands and Yugoslavia. For a whole year the squadron was thus employed, but at the end of 1941 experiments had been carried out with the possibility of using the Wellington as a torpedo bomber, equipped with a couple of 'tin fish'.

By January 1942, one flight of the squadron was hard at work training in this shipping strike role (its Wellingtons soon dubbed 'Fishingtons'). The next month the whole squadron transferred to No. 201 Naval Co-operation Group and began a period of operations exclusively against enemy shipping, flying between Italy and north Africa and amongst the Greek Islands. For these purposes the squadron did not rely on torpedoes alone, and in fact most of its sorties were mining trips. It was May 1942 when the first successful torpedo attacks were made on a convoy, resulting in two hits and one ship beached.

The squadron now had detachments in Malta, along the Western Desert and in Palestine. It amassed much experience in shipping attacks, which it was able to pass on to the other Wellington squadrons that subsequently joined it in the offensive against Mediterranean shipping. In the summer of 1943 No.38 acquired Wellington Mk VIIIs with ASV radar (these aircraft became known as 'Goofingtons'), and the squadron was now in the business of flying its own hunter killer teams; the first success in this role occurred on 26 August, when a tanker was found, torpedoed and sunk.

Successive versions of the Wellington joined the squadron during the year, these being better equipped to deal with submarines, and the change was timely because, with North Africa and Sicily cleared of Axis forces, the principal maritime threat in the Mediterranean had become the U-boat. This meant that No.38 dropped its torpedo role and flew as a normal maritime reconnaissance unit. At the end of 1944 it moved to Greece and then on to the Italian mainland, where most of its 'trade' was in the Adriatic, although it was involved in maritime cover for the landings in southern France.

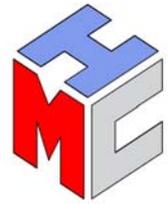
Otherwise it concentrated on anti-shipping work around the coasts of northern Italy for the rest of the war, interspersed with an occasional burst of supply flights to Yugoslavia. Just before the war ended the German midget submarines came into operation in the area and No.38 set itself against these with some success. The war over, it turned its attention to air sea rescue work and to flying around the coasts of its area looking for mines.

No.38 transferred to the ASR role completely in July 1945, moving to Malta for the purpose, with detachments in Greece and North Africa. For this it soon reequipped with Vickers Warwicks, but these only lasted just over a year before being replaced by Avro Lancasters, and now the squadron again took on a maritime reconnaissance role



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with ASR as its secondary duty. The squadron was based at Malta, but in the following years it also had detachments at Gibraltar and in Egypt.

The Lancasters gave way to Avro Shackletons in 1954, and with these it flew on the same task at Malta until 1967. During this time it sent detachments elsewhere when required, taking part in the Beira patrols during the period of Rhodesian UDI and occasionally being deployed in the Persian Gulf. The end came for No.38 Squadron in 1967, when it was disbanded at Hal Far on 31 March.

Greg

Robins Ruminations

Our holiday in Sussex went really well and we had a very enjoyable and relaxing time although the weather could have been better. Neither Adele nor I felt like doing too much and so we relaxed on the farm a fair bit and read our books, watched Wimbledon and generally took things very, very easy. We did plan to go out on a few days but the weather dictated otherwise, we were due to go to Hickstead to watch the show jumping but we awoke to thick fog of all things. However we did get out and about occasionally Eastbourne, Tentertan, Tunbridge Wells and a few meals out. If you were thinking of visiting Tunbridge Wells at any point I can wholly recommend a cafe in the Pantiles called The Seed Shed, dead opposite the tourist information centre. The English breakfast tea was the best cup of tea I have ever had and the cakes are to die for, well worth a visit or maybe two.

While on holiday the U.S. Open golf tournament was on however as the cottage is not equipped with Sky it looked as if Adele was going to miss the event. However Adele proved more resourceful than I thought, she managed to find live commentary on the radio if I thought that watching golf on TV was a tad boring, listening to people knocking a little white ball around is "different" to put it mildly. I must say though that I take my hat off to the commentary team for attempting to make the act of knocking a ball towards a hole.

While sitting under an apple tree on the farm I heard the unmistakable sound of a Merlin engine and a quick look around the Hurricane and Spitfire of the Battle of Britain Memorial Flight passed low overhead, very nice. A couple of hours later a two seat Hawker Hunter down went down the valley low and slow, another very nice sight, I presume they were going to the Manston airshow. However as always our holiday was over all too soon and we had to come home to reality and the normal round of domestics. As ever opening the front door is always fraught with a touch of concern to what we might find within, this time Peter threw us a real curve ball, house tidy, washing done, no washing-up in the sink and most frightening, flowers for his Mother. We spent the next two hours looking for what had been broken or what had he done. When Peter came in he had a big smile on his face, when we asked about the home & flowers he just laughed and said "I did it because I knew it would throw you two", don't you just love kids! But I couldn't eat a whole one.

Next month I will have reports on the Sanders Drapers show and the Essex Modellers show although the last one will have to be written from the perspective of the kitchen hatchway.

My official hat is now on.

I was on holiday when the club last met which explains my absence from the last club meeting. From my exchanged emails with Peter I learnt that the competition was up to its normal high standard but slightly lower numbers, obviously Peter must have spared the whip! Not to worry gentleman, I'll be back wielding the whip until the model numbers come up to a more reasonable level in the forthcoming completion evenings.

Robin.

Competition Results for the 2nd Round 2013

Wally Arrowsmith Trophy (Aircraft)

1/72nd Scale or Less

| Position | Entrant | Model | Votes |
|-----------------|---------------|------------------------|-------|
| 1 st | Peter Bagshaw | Curtiss P-40B Tomahawk | 66 |
| 2 nd | Brian Breeze | Panavia Tornado | 64 |
| 3 rd | Peter Bagshaw | F-18 Hornet Eggplane | 49 |

1/72nd Scale or less

Peter Bagshaw Curtiss P-40B



Brian Breeze – Panavia Tornado



Peter Bagshaw – F-18 Hornet Eggplane



Greater than 1/72nd Scale

| Position | Entrant | Model | Votes |
|-----------------|---------------|---------------------------|-------|
| 1 st | Robert Smith | Bristol Beaufighter | 54 |
| 2 nd | Bob Lawrence | Supermarine Spitfire I | 49 |
| 3 rd | Bob Lawrence | Supermarine S-6 | 48 |
| 4 th | Robert Smith | Republic P-47 Thunderbolt | 46 |
| 5 th | Glenn Stimson | English Electric Canberra | 32 |

Greater than 1/72nd Scale

Robert Smith Bristol Beaufighter



Bob Lawrence Supermarine Spitfire I



Bob Lawrence Supermarine S-6



Robert Smith Republic P-47 Thunderbolt



Glenn Stimson – English Electric Canberra



Positions after 2nd Round

| Position | Entrant | Points |
|-----------------|--------------------------|--------|
| 1 st | Peter Bagshaw | 88 |
| 2 nd | Bob Lawrence | 69 |
| 3 rd | Robert Smith | 65 |
| 4 th | Brian Breeze | 40 |
| 5 th | Paul Bennett | 26 |
| | Colin McAuliffe | 25 |
| | Robin Bellamy | 23 |
| | Ian Brown | 19 |
| | Glenn Stimson | 17 |
| | Charles Thompson | 10 |
| | Alan Wright Paul Bird | 5 |

IPMS Hornchurch Trophy (Miscellaneous)

Military Vehicles

| Position | Entrant | Model | Votes |
|-----------------|--------------|--------------------|-------|
| 1 st | Mick Pitts | Carro Armato L6/40 | 68 |
| 2 nd | Robert Smith | Grizzly Bear | 47 |
| 3 rd | Bob Lawrence | Demag & Flak 43 | 46 |
| 4 th | Kevin Curley | Universal Carrier | 43 |

Miscellaneous - Armour

Mick Pitts – Carro Armaato L6/40



Robert Smith – Grizzly Bear



Bob Lawrence – Demag & Flak 43



Kevin Curley – Universal Carrier



Miscellaneous

| Position | Entrant | Model | Votes |
|-----------------|-------------|------------------------------|-------|
| 1 st | Graham Hill | Kryton | 62 |
| 2 nd | Paul Bird | French Cuirassier & Dragoons | 60 |

Miscellaneous

Graham Hill – Kryton



Paul Bird

French Cuirassier & Dragoons



Positions after 2nd Round

| Position | Entrant | Points |
|-------------------|----------------------------|--------|
| 1 st = | Mick Pitts Robert Smith | 48 |
| 2 nd | Paul Bird | 46 |
| 3 rd | Bob Lawrence | 42 |
| 4 th | Kevin Curley | 38 |
| 5 th | Graham Hill Ian Brown | 25 |
| | Colin McAuliffe | 21 |
| | John Huston | 19 |
| | Peter Bagshaw | 17 |