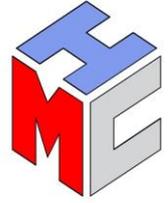




"STICKY FINGERS"

Magazine



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Issue 115 December 2013



Christmas Tree Maldivian Style

MERRY CHRISTMAS AND A HAPPY NEW YEAR TO YOU ALL

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Peters Prattling

Winter Holiday



Karen and I went on our main holiday to the Maldives and just to make you just a tiny bit jealous here are some pictures of the de Havilland Twin Otters we used to transfer between the main airport and our resort island. The picture through to the cockpit shows the pilot literally flying in bare feet!

Christmas Present Build

Entrant	Model	Entrant	Model
Bob Lawrence	Albatross DI/DII	Robin Bellamy	Republic F-84 Thunderjet
Ian Brown	Westland Sea King	Ralph Hebron	Land Rover
Alan Carr	Albatross DV	Bob Smith	Supermarine S-6
Peter Bellamy	BAe Hawk	Paul Bird	Heinkel He-162
Peter Bagshaw	BAe Hawk	Wally Arrowsmith	Lockheed P-38 Lightning
Allan Roffey	Spad XIII	Graham Hill	Grumman F4F Wildcat
Paul Bennett	Heinkel He-162	John Huston	Hawker Typhoon

These are the results of the present allocation. As discussed completion date is the February meeting.

February 2014 Meeting

Will be moving to the 24th February.

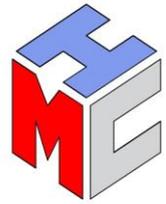
Club Clothing

I was asked whether we could have other forms of clothing apart from the Polo and Sweatshirts with our logo on, in this case a fleece jacket. I can report that something like that can be obtained at a cost of around £25. We would need to put together an order for 10 or more items to make the costs worthwhile. Does anyone else want any of the Polo, Sweatshirts or Fleecees?



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Club Member	Polo Shirt		Sweatshirt		Fleece	
	Size	Quantity	Size	Quantity	Size	Quantity
Ralph Hebron	XXL	1			XXL	1
Bob Lawrence	S	1			S	1
Wally Arrowsmith					XXL	1
Robin Bellamy					XL	3
Allen Roffey	XXL	1			XXL	1
Bob Plumridge	L	1				
Brian Breeze					XL	1
John Huston	S	1			XL	1
Steve Crust					M	1

Forthcoming Shows in 2014

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.

2014	
17th to 19th January (Friday, Saturday & Sunday)	Model Engineering Show , Alexandria Palace.
15th & 16th March (Saturday & Sunday)	Southern Expo
26th & 27th (Saturday & Sunday)	Scottish Nationals , Perth
27th April (Sunday)	ModelKraft , Milton Keynes.
11th May (Sunday)	Hendon Model Show , RAF Museum, London
24th May (Saturday)	Lancing Show , Lancing, West Sussex,
28th June (Sunday)	"It's a Small World" , Orchards Shopping Centre, Dartford
20th & 21st September (Saturday & Sunday)	Maquette Club Opale , Complexe Sportif, Rue de la Mairie, Frethun (near Calais)
21st September (Sunday)	Wings and Things , Spalding, Lincolnshire, PE11 2PJ
8th & 9th November (Saturday & Sunday)	Scale ModelWorld , Telford

Peter

Robin's "Ruminations"

Not much of an article this month unfortunately as my work and domestic life has been disrupted by the recent closure of one of our distribution centres ahead of its scheduled date. This has necessitated me to work a couple of weekends and kept me very busy all the time, plus of course it is Christmas, a bit of a busy time for us in the Post Office!

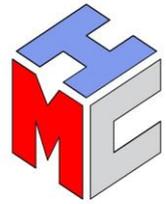
By the time you read this my Mother in Law will be in Malta for her Christmas break and so I should have a bit more free time at home to devote to Southern Expo, Sticky Fingers and modelling in that order. I have been considering a short series of articles about building and finishing models after the "do a bit of modelling" evening we had a few months ago. I was interested to see the ways other members worked on their models and perhaps my articles will prompt / encourage a few more of the members to put pen to paper or finger to keyboard to contribute to the magazine and spread the accumulated knowledge of the club.

It only leaves me to wish all the members a very Merry Christmas and a Happy New Year. Let's all hope that that nice rectangular box under the tree with your name on it isn't a pair of slippers!



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My official hat is now on

A simple request by a member wondering if there was some sort of mechanism for the club to offer feed-back on the models on the competition tables seems to have stirred emotions in even the most placid members present. Although the club has thankfully never been competition driven or oriented it caused a little bit of a stir and the club was of a mind not to adopt any sort of feed-back form or discussion on the night as it were. However I feel that the original request had merit and so I'll toss my hat in the ring and give my views on the subject. Please note that these are my personal ramblings and not an "official" club view or marking system by the back door. If you wish to add or take issue with my jottings please put your own thoughts or views in the form of an article for all the members to read and ruminate upon.

"WHAT MAKES A WINNING MODEL?"

That's an easy one, I have absolutely no idea and if I did, then there would only be my name on all of the Hornchurch trophies. So I'll phrase it slightly differently and ask the question, "What makes a model stand from the rest on the table", then that leaves me scope to jot down my thoughts. Ready? Then let me begin....

You go to your stash of kits and peruse the goodies on offer or you've seen something in a book or on TV that has piqued your interest and decide that the next model on your workbench has just got to be that one. After checking the kit for faults or likely problem areas you have to make a few simple but important decisions.

- How do you "see" the finished model on the table?
- Colour scheme?
- Alternative decals?
- How far do you want to detail the model?
- Weapons? If yes, drop tanks, bombs or rockets?
- Pure random chance!

First point, I know that this might seem the last thing to think about but to be a successful, eye-catching model, you have to be able to visualise what your finished model should look like on the table. It can be as simple as a simulated grass airfield. a tank set on a muddy field base, a submarine tied up against a harbour wall or the aircraft in a revetment with ground crew and equipment. Perhaps a figure or two or open hatches? I'm assuming that the finished model will be on some sort of base or stand as this tends to "lift" the model from the cloth or table making it more interesting to the public or to judges. One model show I visited had a wonderful display of AFV's but the club had put the models, without bases, onto a table cloth of small scale camouflage. It was like looking for a lump of coal in a cellar at midnight. Let's face it; most models that win in competitions are on a base of some sort. If you can "see" the finished model in your mind's eye you can work on the odds and ends you might need to display the model while the kit is being assembled.

Number two, the colour scheme. Now this one is a bit more subjective. I think it really depends what it is that you want the finished model for, personal interest / pleasure or something that catches the eye on the club or competition table. A case in point is that I built two Fw.190D-9's within a year; one was in late war bright greens with light blue sides, a yellow rudder and under cowling. The other was in dark green and brown/purple over the top surfaces with a narrow yellow band around the front cowling and with a heavy dose of weathering. On the underside is a mixture of silvers, dark grey and light blue but none of this is apparent to first glance.

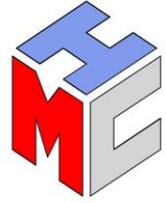
Both models were built from photographs and I was most pleased with the second model as it was an unusual scheme I had researched from some of my books. In an outside competition the first model won, the one I was most happy with didn't even place. As my Wife said to me that evening "Well the first one looks pretty", female logic but true. A dull olive drab P-51B will more often than not lose out to a natural metal P-51D with bright squadron markings, not on build or finish quality but simply because the D version will be more eye-catching.

I'm not ashamed to admit openly that if I'm torn between a couple of colour schemes and / or marking options for a model I'm building I will often ask Adele to choose which one she would like to see on the table. Unscientific, but as my Wife is a non-modeller she has a better idea what a member of the public would find interesting rather than perhaps more knowledgeable modellers. It seems to work as most of the models where Adele has had the casting vote as it were are often the ones that members of the public ask me most questions about.



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Next, alternative decals. Not always the same as an alternative colour scheme, although kit decals have come along in leaps and bounds in the last few years, the kit manufacturers cater for the hobby market, not the serious enthusiast, it's simply economics. You can't expect kit manufacturers to pay to design and print a decal sheet in eight or nine colours if four or five will "do" for 95% of their target market that won't even notice the difference. Aftermarket decals as a general rule will be just that little bit sharper in detail, better in colour and more detailed in scope, full data for instance rather than a few details somewhat vague in shape and clarity. When you look at an armour kit it will have the individual tanks markings whereas an aftermarket decal sheet would include various instruction markings including weight, width and height for railway travel or road clearances, little details but it makes that model look just a touch more authentic. Always remember though, you will normally get marked down if your decals show "silvering" around them regardless of how good the decals are.

Number four, detailing or perhaps lack of. This one is partly fashion, partly point one and partly about the depth of your pocket. I am personally happy with most of my models to only add a few cockpit details and seat belts, more than that I feel and the model becomes more of a technical exercise. That said I do appreciate the work done to open a cowling or engine compartment to display an engine or crew compartment, but to see a model with every compartment or panel removed just doesn't do it for me. Detailing can be as simple as adding blade or whip aerials to an aircraft or a ship model can be enhanced no end by a set of brass railings and ladders. AFV's going off road very quickly kick up a lot of muck, be it mud or dust, check images from books, films or the internet to see just where this muck accumulates or sometimes doesn't. Bombs, drop tanks and various pods never just hang on their pylons but need sway braces to keep them steady in flight and don't forget that even bombs and missiles have data on them. The devil is in the detail and again it is these small touches that make the difference if two models are closely matched on a competition table. However at the moment we seem to be going through a period where a majority of competition judges seem to like open panels and heavily over-washed panel lines. I personally like subtle weathering where appropriate unless like modern U.S. Navy jets returning from a long cruise they look more like patchwork quilts of every different grey imaginable but these aircraft are the exception rather than the rule.

Number five, do you like it clean or dirty? I'm still wittering on about models gentlemen keep your minds out of the gutter. Some people prefer not to put ordinance on their models whereas others like to hang every piece of conceivable weaponry from every station possible. Some aircraft seem to look "undressed" without a heavy ordinance package like an A-10 Warthog for instance, whereas a Spitfire somehow looks unconfutable with a couple of bombs hanging from its wings or a slipper belly tank attached. Show aircraft are only normally seen with fuel tanks and a luggage pod attached to its pylons, again it's up to you to check your references. Again it's down to personal preferences.

Sixth point and thankfully the last I hear you say. After all my ramblings about what might or might not make a winning model we come up against the one thing you can't factor in to the "winning equation" and that is the Muppet or Muppets judging the competition. Does that sound cruel to judges? Perhaps but personal feelings always tend to creep in, even at a subconscious level. At the club all the members present judge all of the models, this has a levelling effect to iron out any one persons or group of members likes or dislikes. At model shows however normally only one or two judges can be assigned to a class for judging. At Expo we always try to get at least two persons to judge a class, this is to hopefully diminish the effect of personal preference or taste when it comes to finish. However, that said judging is a bit of a thankless task as anybody not winning or at least placing with their latest pride and joy will always say that the judge was bias, blind, doesn't know what they are looking at or just plain stupid and that is just some of the milder expressions. (If you fancy doing a bit of judging at Expo next year, just have a word with Peter or myself and we'll pass your name on to John Drummond, black hoods will be supplied!)

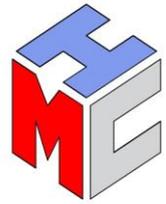
As a case in point the club attended a show this year and at the end of the show the awards were given out for the competition, all the class winners were announced and it only left the best in show to be awarded. A Tornado GR.3 won best in show, it was a really nice, tidy model but in my and many others opinion perhaps not the best out of all the announced winners. However it turned out that the person that decided between the winners of the classes was an officer from a Tornado squadron. Coincidence? Perhaps, or simply rule six applied.

All my thoughts listed above are not definitive, just my hastily jotted down thoughts over several weeks at my keyboard. Think about them, dismiss them, act upon them or simply ignore them but always remember that it's not



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about winning or losing, modelling is a hobby that you should enjoy to your own level of satisfaction as you are the most important judge of all.

Robin

Wrighty's References

Christmas Wishes

By the time you read this Christmas will be at the door and I'd like to take this opportunity to wish you all a very fruitful (model and book wise) Christmas.

I believe the club has had a good year and progressed in all aspects of club life. We have seen some excellent models; after all is said and done that's what it's all about. I would like to thank John Huston on providing us with those large drawings of Spitfires & Seafires which is part of the new books and magazine swap, which seems to be a success. It delighted me as its 2 extra pages for my Fleet Air Arm book. I also hope you might find the SAMi index useful in hunting out references for forthcoming projects. One knock back however was the disappointment of the November Sticky Fingers, only Peter and I contributed! After such an excellent response to our request for stories at this time last year we achieved some fine additions to the magazine, but from August it slipped away to nothing. Army, buses, trains, ships, model builds, plenty of scope there, let's have a word to two about your favourite subject. My new "Did you know?" title in the magazine is open to you all to tell us something we maybe didn't know, like this example:-

LNER Railway Football Teams

My father was a railway man, so as a kid trains and railways were one of my favourite hobbies, as the title suggests the LNER named their B.17 Class 4-6-0 series, designed by Sir Nigel Gresley, of railway engines after famous football teams, I used to long for one day to be able to see 2872 "West Ham united" as a 5 year old or 2859 "City of London" the only streamlined engine in this class, which ran from Liverpool Street to Norwich. When the war ended and railways were "Nationalised" a 6 was added to the number thus 62872 & 62859, sadly they kept them wartime black as B.R. livery in post-war years, their pre-war appearance of green never returned.



No Merry Christmas for Scharnhorst

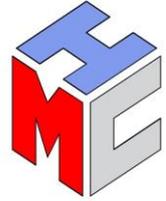
Described by Naval buffs as one of the most beautiful ships in the world the Scharnhorst certainly was that in 1943. This ship had enjoyed a good war, the highlight of which was her leading role in the so called "Channel Dash". I'm sure you know that story (if not ask me). In 1943 the Scharnhorst was sent to the far North of Norway to act as a treat to the "Russian Convoys" en-route to Murmansk, in a similar role to the Tirpitz. Eventually on Hitler's direct orders Scharnhorst was finally given the role of attacking the Allied convoy on its way to Russia with a "limited" close warship escort. The Germans had Luftwaffe bombers situated at Bardufoss to locate and attack the convoy as it passed the North Cape at the northern tip of Norway. It looked like good hunting for the Nazi's, but it was a carefully planned trap by the Royal Navy.

The convoy sailed on a high line close to the Arctic ice, with the escort on the lower route nearer the coast, when the Scharnhorst located the escort on Christmas Day; they had 2nd thoughts about whether they could break



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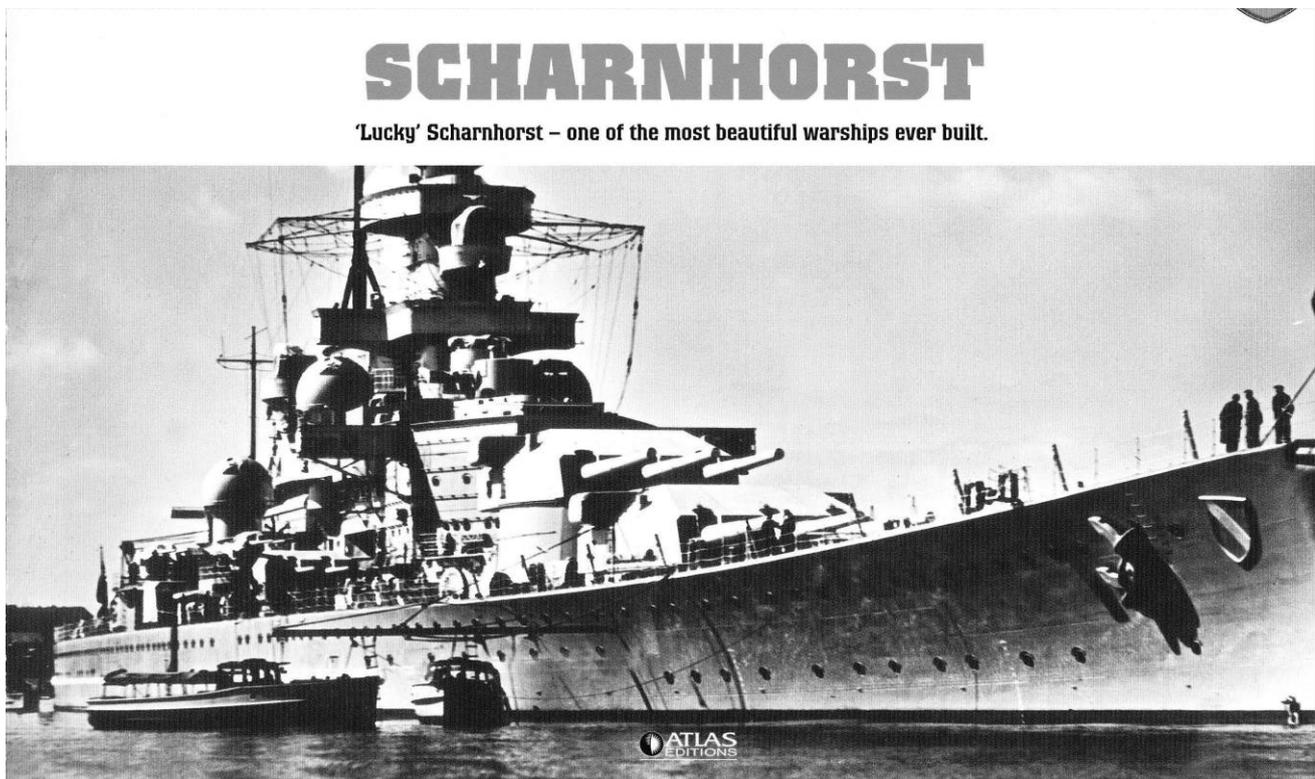
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through. Now with their more limited access to reach the convoy in the higher position the Scharnhorst decided to make a turn and go back to the fiord. What they didn't know was that approximately 80 miles astern of the convoy was a fleet of battleships, cruisers and destroyers steaming at full steam below the lower line, Scharnhorst had run right into them during early Boxing Day. From then on something like odds of 12 to 1 made it a "no contest" and now the world's most beautiful ship now lies in the Arctic waters off the North Cape, only 36 survivors lived to tell the tale.

As far as I know nobody has ever discovered the wreck in this remote region, adverse weather conditions make it almost impossible. However if you know different, please come and tell me, OK? Thanks in anticipation.



Response to Robin's Ruminations

Action on Voting

Everybody in this club is a very good modeller, all are capable of producing a winner, but this is subject to "variables" that exist in non-professional judges, and prejudices to certain models, certain people, colour prejudices (in the form of brightly coloured models) will always out score a dark dreary coloured offering. As for offering criticism of another model it's a wound that should be closed as serious consequences could arise.

Suggestion

Let's have one evening devoted to "The Best Model I Have Ever Made", non-competitive, no members exempt.

Everyone can bring their best model in their own opinion and maybe a past winner, set up all of them on a table and without a vote each individual can make points to the maker, good or bad about their model. See the best models in the UK and learn how to do them at the same time.

Believe me it's an answer and you can give your answer and provided it is approached with a friendly atmosphere should be enjoyed by all. The least it will do is get some excellent models out of their storage boxes.



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A Further Suggestion

If 24 modellers turn up in say March, each one brings their own choice of best model, in their own opinion, to the club display. As stated non-competition (no winners, no losers), set up in a similar fashion to modeller of the year, but there would be no entry criteria, in fact we can't twist arms but everybody in the club enters.

Another suggestion, don't forget your cameras, there are 24 brilliant models to record to prove this club is amongst the very best. I have been looking back over Sticky Fingers competition photos of the last 5 years and they are impressive. Let's put together the best photos of all the models into a magazine format. Print up in colour (if possible) copies and send them to the model magazines. I know we can give SAM, SAMi and their pals a wake-up call, you will remember I gave a list of editors (in Sticky Fingers No.110 July), let's send them each a copy of the magazine, see if any of them will include it in print in their own.

Hopefully one of them will be interested.

ModelZone Closure Revenge?

Police called after 'elderly one-legged man' smashes window in Romford arcade - with mobility scooter
Police are appealing for information after an elderly, one-legged man smashed a window in a Romford arcade – by driving a mobility scooter into it.

A security guard at the Quadrant Arcade said the man, thought to be aged between 75 and 80, crashed into the window of an empty shop at about 10.45am on Saturday morning.

He was not thought to be injured, and rode off following the collision.

WrySpy Reporting



UKs F-35B Squadrons

Although we called a halt on JSF 35 news a few months ago we must return to that subject once again. In this case it is because the UK has formed operational test squadrons to take up the role of first with the F-35B, you may have already come across mention of it in aircraft magazines or UK papers.

No. 617 Squadron "Dambusters" had a lot of publicity recently for its 60th year anniversary, at least 3 books were published recently, I won't insult you by saying "did you know" as their story is legend. Therefore it was the natural choice for the RAF's 1st F-35 squadron. More to the point the Navy also wanted a piece of the action and perhaps "you didn't know" that 809 Squadron FAA will be the Naval contribution to the joint operations. RAF/RN plans to be operational by 2018.

At present No.17 Test & Evaluation Unit is bringing the F-35 into service @ Edwards AFB in California USA. No. 809 is earmarked for operation from Marham Norfolk. Base for 617 is still undecided. It has also been mentioned that the UK will cooperate with Norway in operation and evaluation etc., but Norway will get their first aircraft in 2017 as opposed to the UK who will have to wait until 2018, but "close relationship" is assured.

RAF Training

This month we have taken a look at RAF Training as it's something that is rarely reported but is so essential to the RAF and maintaining the front line service.

This visit to RAF Valley with No IV (R) Squadron and the BAe Systems Hawk Mk.I & II are worthy of a closer look.



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The relationship of the Central Flying School (CFS) and the Hawk II in its new colours of overall gloss black has revolutionised the fast jet pilot training program which began in 2004, but by 2009 the Hawk T.1 was being left behind by new technology and pre-digital items in the T.2 were being replaced, in fact bringing them up to Phase 4 "spec". The T.2 Hawk has the latest "radar system", thus saving the use of Typhoons for Radar Training purposes. These alterations make the Hawk more like the Typhoons Phase 4 spec. This the updates saved on time, retraining and cost.

The airfield at Valley is ideally situated on the Welsh island of Anglesey's northern tip. The structure, buildings, hanger and runways offer superb facilities. The buildings contain Head Quarters, classrooms and Flight Simulators, and now the Hawk is firmly established here. New orders are in place for the remainder of its Military Flight Training System (MFTS), which should be completed by 2015.

The Mk.2 Hawk is an impressive looking machine in its all black gloss livery. The model makers have taken it on-board with 2 newish kits that are on offer (1) Airfix 1/72nd and (2) Kinetic 1/32nd and both are first class kits.

The huge hanger at Valley can accommodate all IV Squadrons 28 Hawk IIs, serials noted on a visit (ZK.21, 22, 34), although at least a dozen were on hand at the base.

During the visit we noted Hawks were going to ranges to carry out test firing with the Aden cannon and sidewinder missiles. On their return to the base the results can be checked out in the classroom with Dunlop DDT equipment using mission playback to analyse effects of the mission.

A new Hawk designated the 165 is under construction for the RSAF (Saudi Arabia). The RSAF and RAF Oman have purchased 22 Mk.165s and 6 Mk.166s respectively. The Hawk T.2 has enabled a radical overhaul of UK fast jet training, as such BAe Systems hope this will attract the attention of other potential customers, as fast jet customers. It has begun well with the Gulf states (above) making initial purchases.

Well our visit is finally over and it's off to England and the M5.

US Carrier & Hornets

At a recent meeting with our US agent over lunch he informed me of a rather interesting tale of the combat wings of the F-18 Hornets aboard the carrier Dwight D. Eisenhower, which he visited when she took part in exercise "Enduring Freedom OEF" in the North Arabian sea.

The Carrier Air Wing 7 (CVW7) is comprised of 2 squadrons of F/A-18C Hornet, 1 squadron of F/A-18E Super Hornet single seater and 1 squadron of F/A-18F twin seaters. In fact (DDE) skipper Captain Hitchcock is himself a Super Hornet pilot. The skipper bears no "talkdown" of the C model legacy Hornets and says he refers to all as just Hornets. Should an E or F go down he had no qualms about replacing with a C model (nicknames Wildcats), the C is still doing as effective job on the DDE.

Among photos agent SE showed me was one superb aerial picture looking down upon the DDE when all 4 squadrons were arranged on deck, a total of 41 F-18s and 2 AEW Trackers all forward of the bridge structure to thus leave the fantail (Quarter Deck) clear for any manoeuvring. This picture was classified in June 2013 when it was taken but if the lids have been lifted maybe it's on the internet. Another interesting shot was of the crew and deck personnel in a so called "Wedding Photo" in front of the illuminated pennant No. 69, this was VFA-131 nearly 100 people who call themselves the "Wildcats".

Alan

Competition Results for the 4th Round 2013

Wally Arrowsmith Trophy (Aircraft)

1/72nd Scale or Less

Position	Entrant	Model	Votes
1 st	Peter Bagshaw	P-51D Mustang	68
2 nd	Bob Lawrence	Yak 11 Racer	46
3 rd	Charles Thompson	Walrus	36
4 th	Charles Thompson	Spitfire IX	33
5 th	Paul Bennett	Seversky P-35	31
	Paul Bennett	Mig-21	29
	Peter Bagshaw	Spitfire IX	9
	Brian Breeze	Sea Gladiator	8

1/72nd Scale or less

Peter Bagshaw P-51D Mustang



Bob Lawrence Yak 11 Racer



Charles Thompson Walrus



Charles Thompson Spitfire IX



Paul Bennett Seversky P-35



Paul Bennett Mig-21



Peter Bagshaw Spitfire IX



Brian Breeze Sea Gladiator



Greater than 1/72nd Scale

Position	Entrant	Model	Votes
1 st	Alan Wright	Focke Wulf FW 190-D11	85
2 nd	Bob Lawrence	Corsair Racer	73

Greater than 1/72nd Scale

Alan Wright Focke Wulf FW 190-D11



Bob Lawrence Corsair Racer



Positions after 4th Round

Position	Entrant	Points
1 st	Bob Lawrence	184
2 nd	Peter Bagshaw	162
3 rd	Robert Smith	109
4 th	Paul Bennett Total	84
5 th	Charles Thompson	50
	Brian Breeze	45
	Alan Wright	30
	Paul Bird	27
	Colin McAuliffe	25
	Robin Bellamy	23
	Ian Brown	19
	Glenn Stimson	17

IPMS Hornchurch Trophy (Miscellaneous)

Military Vehicles

Position	Entrant	Model	Votes
1 st	Mick Pitts	Semovente	72
2 nd	Mick Pitts	Autoblinda	62
3 rd	Kevin Curley	Laffly V15	49
4 th	Peter Bagshaw	Matilda	41

Miscellaneous - Armour

Mick Pitts Semovente



Mick Pitts Autoblinda



Kevin Curley Laffly V15



Peter Bagshaw Matilda

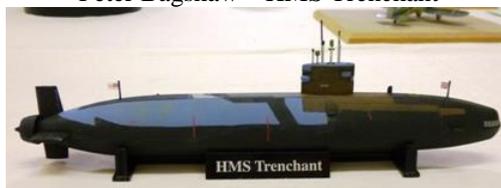


Miscellaneous

Position	Entrant	Model	Votes
1 st	Peter Bagshaw	HMS Trenchant	

Miscellaneous

Peter Bagshaw – HMS Trenchant



Positions after 4th Round

Position	Entrant	Points
1 st	Mick Pitts	121
2 nd	Peter Bagshaw	93
3 rd	Kevin Curley	80
4 th	Robert Smith	71
5 th	Paul Bird	46
	Bob Lawrence	42
	Graham Hill Ian Brown	25
	Colin McAuliffe	21
	John Huston	17