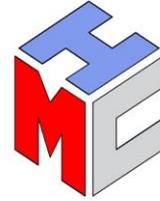




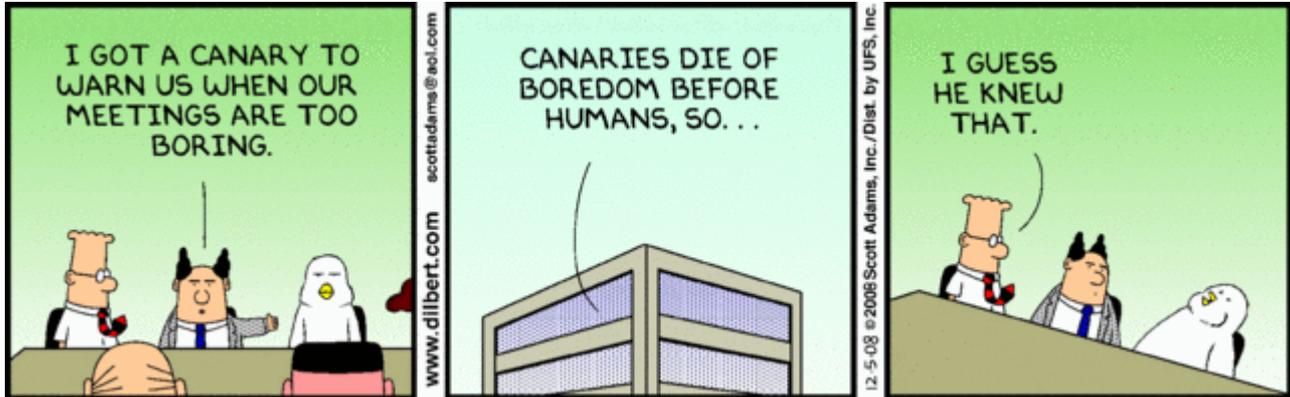
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Issue 117 February 2014



Meetings are a magical way to take a discussion that would take 5 minutes between two people and cause it to be a 2 hour discussion between 10 people

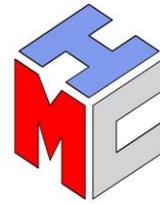
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Peters Prattling

Southern Expo

Plans for the show are well underway now, I would like to ask that as many club members as possible are available on Friday evening from 7:00pm onwards to help setup, also attend the show and help populate the stand with models (they don't have to be to the club theme of "TV & Movie Stars") and all club members are eligible to put models on display, also man the stand throughout the show, you are the best recruiting tool for the club I can think of and then breaking down on the Sunday evening.

IPMS(UK) Branch Submission & Address List

Just because it's a good time to do this, before I complete the branch return please check the current address list I have to ensure you are on there and the details are accurate & complete. I will also need to know whether you are IPMS or not and your IPMS number if you can remember it.

A Pleasant Surprise

I received a cheque the other day for £65 from the organisers of the Model Engineering Show for the Club as a thank you for the effort we had put in to attend the show this year, I'm guessing this is partially based on the bitter cold and snow we experienced last year and despite that still turning up this year. My thanks to all those who attended the show and helped form such a good impression. Any ideas on what to do with it?

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	
26 th & 27 th April (Saturday & Sunday)	Scottish Nationals, Perth
20 th and 21 st April (Saturday & Sunday)	Medway Festival Of Steam And Transport 2014, Chatham Dockyard
27 th April (Sunday)	ModelKraft, Milton Keynes
11 th May (Sunday)	Hendon Model Show, RAF Museum, London
24 th May (Saturday)	Lancing Show, Lancing, West Sussex,
22 nd June (Sunday)	West Norfolk IPMS, Downham Market, Norfolk
28 th June (Sunday)	"It's a Small World", Orchards Shopping Centre, Dartford
20 th & 21 st September (Saturday & Sunday)	Maquette Club Opale, Complexe Sportif, Rue de la Mairie, Frethun (near Calais)
21 st September (Sunday)	Wings and Things, Spalding, Lincolnshire, PE11 2PJ
8 th & 9 th November (Saturday & Sunday)	Scale ModelWorld, Telford

Peter

Robins Ruminations

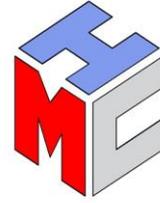
Things are very busy in the Bellamy household at the moment, my Mother in Law has recently returned home from Malta, Adele has just started a six week placement in a new position and my Son is attempting to build six models at once and wondering why none are getting finished. I'm still struggling to get my modelling kick started but I guess in the run up to Southern Expo is not the best timing I've ever had!

I have completed my model for the stars of stage and screen build, a Star Wars Tie Fighter, as it was only a snap kit it somehow feels like cheating but at least I've finished one! Hang out the flags somebody! All I have to do is make a base to display the model to its best. Unfortunately it doesn't look as if I can get the Christmas build finished by club night which is a pity as it is a very nice model of an F-84. However I will try to get it done for Southern Expo. In retrospect I should have



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concentrated on the F-84 first and allowed myself the extra few weeks before Expo to get the Tie Fighter sorted, silly mistake.



Just to prove that dust isn't the only thing on my modelling table!

On the subject of Southern Expo, Peter and I have been kept fairly busy with one thing and another, these include a number of leaks in the sports hall roof due to the exceptional bad weather we've been having. The loss of a few of our old traders has been a bit of a problem but thanks to Peter's many contacts new traders have already been found and put in place. Peter is already busy playing his yearly Rubrics cube game, moving traders and clubs around trying to keep everybody happy while utilising the available space we have to its best potential, with certain personal and business "disagreements and bad blood" behind the scenes, not an easy thing to do believe me. I've been busy with the accounts sides of things and we seem to be in a healthy position at the moment. The majority of the raffle prizes are in place, show paperwork, competition awards, thermal cups, door and raffle tickets are also sorted, so it's all systems go.

All that remains for me to do is to ask for the assistance of any members that are able and willing to assist Peter and myself to set-up the tables and chairs on the Friday evening. As ever when all of the tables are in position my Wife will be serving hot drinks and nibbles to the helpers. I know that Peter and I get all the credit (and the occasional brickbat) for the show but we are only as good as our back-up, be it our Wives or the invisible, unsung heroes that are the Hornchurch club members. I'm sure that as usual the club members that can help will help us ensure the swift and efficient set up of the show and make the show its usual success.

My official hat is now on.

Well gentlemen it's that time of year again, the AGM. I know I say this every year but this is your opportunity to change your committee, the direction that the club moves in, to make suggestions or just to make your voice heard when it really matters. So while you are reading this article, (well I hope you are) with your cup of tea in your hand and munching your biscuit, spare a few minutes to think of anything you would like to say. Don't be bashful or afraid of the committees reaction, I'll make sure that Bob has taken his medication and I would have slipped some bromide into Peter's coffee so it's only little old me you have to contend with and let's face it, I'm nowhere near as scary as my Wife by a long chalk! So let's have a good clean AGM with only brief outbreaks of rabbit punching, eye gouging and kneeling in the groin, thank you.

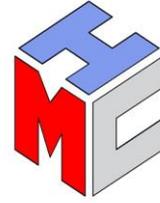
On a slightly more serious note, I would like to hear all of your of your suggestions and comments but would like to remind you all not to hold side discussions or to talk over the person addressing the chair as it were. That way you will all have ample opportunity to put your opinions forward and discuss others suggestions in an appropriate manner not only that but it will also probably cut down the time spent doing the "boring bits" of the AGM.

Robin



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John's "Jottings"

A big victory for the small car...

It is now 50 years since one of the most spectacular victories in the history of international motor sport. On 21 January 1964, the Mini Cooper won the Monte Carlo Rally for the first time. It was the pairing of Paddy Hopkirk and his co-driver Henry Liddon that pulled off the big surprise, resisting the superiority of significantly more powerful rivals. Its faultless run



over country roads and mountain passes, ice and snow, tight corners and steep gradients laid the foundations for the underdog to cement itself in both the hearts of the public and the annals of Motorsport legend.

Now 80 years old, Paddy Hopkirk's eyes still light up when he recalls the driving qualities of his car: "Although the Mini was only a little family saloon, technically speaking its front-wheel drive and front-mounted transverse engine were a great advantage, the car was right, everything happened at the right time and came together at the right moment."

It was on the penultimate stage of the Monte that put the Mini Cooper with number **37** and the now famous licence **33 EJB** on course for first victory. Hopkirk crossed the finish line just 17 seconds off the pace set by his chief adversary Bo Ljungfeldt in the far more powerful V8-powered Ford Falcon. The handicap formula at the time (designed to even out the weight and power differences between the various cars) meant the Mini actually led the way in the overall standings. Hopkirk defended his advantage in the sprint stage through the streets of Monte Carlo that rounded off the rally. At the winner's ceremony he shared the cheers of the crowd with his team-mates. Timo Mäkinen's fourth-place and Rauno Aaltonen's seventh set the seal on the success of the Mini Cooper and ushered in the era of the "Three Musketeers" in the Monte Carlo Rally.

The triumph of the Mini in the Monte was lauded as a sensation by motor sport fans around the world. But this wasn't a success that came entirely out of the blue: the small car developed by Alec Issigonis, then Deputy Technical Director at the British Motor Corporation, possessed an inherent sporting talent from birth.

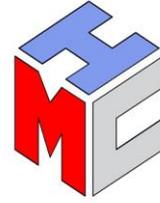
The first person to spot this potential was John Cooper. The sports car designer was the driving force behind construction of a more powerful version of the car. The standard Mini produced only 34 hp at launch, but its front-wheel drive, low weight, wide track and comparatively long wheelbase made it an extremely agile four seater and paved the way for its forays onto race circuits and rally courses. As early as 1960, big-name racing drivers like Graham Hill, Jack Brabham and Jim Clark were spotted testing the cornering flair of the John Cooper-tuned small car on the Silverstone Formula One track. However, the Mini was most at home in rally racing.

Identifiable from their red bodywork and white roofs, the six small racers dispatched by the BMC works team for the Monte Carlo Rally in 1964 were against the odds. The Mini Coopers lined up at the start for the first time. Its new four-cylinder engine now had an increased **1071cc** capacity and output had also been boosted to around 90 hp. This was a lot more



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than in previous years but still modest in the face of competition from the likes of the Mercedes-Benz 300 SE and Ford Falcon, whose six-cylinder and V8 units had three or four times more power at their disposal.



The 33rd edition of the Monte Carlo Rally began (as was traditional at the time) the cars starting from nine European cities before converging on the French city of Reims. The

Hopkirk/Liddon partnership got their journey with the Mini Cooper under way in Minsk, while for Rauno Aaltonen and Tony Ambrose the Monte adventure started in Oslo, and Timo Mäkinen and Patrick Vanson set off from Paris. The Mini successfully negotiated all these journeys and all six works cars were able to take their place in the 277 strong field in Reims. The first stage of the rally to Saint-Claude brought

together the two cars which were to define the 1964 Monte from start to finish. Bo Ljungfeldt roared to the top of the time sheets in his Ford Falcon, but Paddy Hopkirk remained hot on his heels in his little Cooper.



The next leg of the rally was made up largely of mile-long flat-out sections, but Hopkirk refused to let his big-engined rivals build up a decisive advantage. The "Night of the Long Knives" would become the day of reckoning; this was the Mini's chance to demonstrate its talents to the full. "It was quite snowy that year, so we had done a lot of practising and preparing," explains Hopkirk. "The Mini was particularly good downhill, and all the tests were up and downhill, so what we lost going up, I think we made up for going downhill."

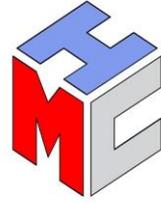


Irresistible handling, correct tyre choice, Hopkirk's skill at the wheel and the snow – which slowed the bigger cars down – all came together and ensured that Hopkirk was able to take over the lead on the 1,607-metre Col de Turini. However, it remained a tight contest all the way to the finish, with Bo Ljungfeldt, as expected, again posting the fastest time on the final stage through the streets of Monte Carlo. However, Hopkirk was also squeezing everything from his Mini Cooper and hung onto his advantage to wrap up the win. "It's not like rallying today when you know where you are. I had to do the final circuit, then the journalists told me I had won and I couldn't believe it.



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The following year Timo Mäkinen and co-driver Paul Easter ensured the little Cooper would retain its title. They were helped by a new engine with capacity increased to **1275cc**, but it was the Timo's driving skill that landed the decisive blow. Mäkinen was the only driver to remain penalty free throughout the whole rally distance, despite the fact that the 1965 Rally was providing one of the most exacting tests in the history of the event. Epic levels of snow and ice made the going seriously tough, but that didn't stop the organisers including a second night stage through the Maritime Alps in the programme. Mäkinen and his Mini Cooper appeared impervious to the deteriorating conditions. The Finn won five of the six special stages on the final leg of the rally and finished the event with a handsome margin over the second-placed car.

We were robbed...



Perhaps the most impressive (and also most dramatic) Monte Carlo Rally for the "Three Musketeers" was to follow in the 1966 event. Mäkinen, Aaltonen and Hopkirk dominated the event from the start, and it was in this order that they completed a clean sweep of the top three positions overall at the finish. Public enthusiasm for the quicksilver Minis appeared to be boundless – as was the disappointment when the 'French' race commissioners revealed their decision to disqualify the trio on account of lights that allegedly did not conform with official regulations. This was also the reason given for removing the fourth- placed Lotus Cortina from the classification, which meant that the fifth place Citroën (a French car) was crowned the winner. The dream of a Monte hat-trick was over.

rules nor the other cars could stand between the Mini Cooper and victory. Rauno Aaltonen was joined by Henry Liddon (Paddy Hopkirk's co-driver from the successful 1964 Monte) for his latest assault on the rally. The Finnish-British team clicked straight into gear. Aaltonen guided the Mini to what was this time an undisputed victory with 12 seconds to spare.

The "Three Musketeers" resolved to return. In the winter of 1967 Hopkirk, Mäkinen and Aaltonen lined up alongside two other BMC works teams for the Monte Carlo Rally. And this time neither the

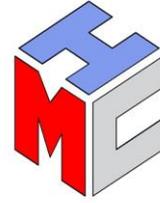


Hopkirk finished the 1967 Monte Carlo Rally in sixth place and also drove the Mini to fifth overall the following year with Aaltonen third. However, the era of the small car that stormed to the summit of rally racing was approaching an end. Its rivals had grown just too powerful. Memories of that famous triumph in the winter of 1964 will forever burn bright and the "Three Musketeers" have written an indelible chapter into the history of motor sport.



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As for modelling these tiny wonders... to date only TAMIYA have reproduced one of the Works Coopers in the form of the ever popular 1967 Monte Carlo Winner, but recently Revell have announced a 2014 release of the Hopkirk/Liddon 1964 car (which I have on back order since it was announced).



John.

Wrighty's References



The Raptor Incident

A veil of secrecy has been lifted by the CinC of WrySpy to give this edited report of an air incident between USAF F-22 Raptors and Iranian F-4 Phantoms on 12/03/2013 in the Persian Gulf.

The Phantoms were on a mission to intercept "drones" (pilotless UAVs), which were active in locating nuclear development in Iran and other intelligence etc. The F/A-22 Raptors (F/A stands for "Fighter Attack" although the F-22 has always been promoted as a fighter), in this case they were operating from a United Arab Emirates base (Al Dhafra), which is some 200 miles from Iranian territory, the base has 2 asphalt runways each 12,000 feet long.

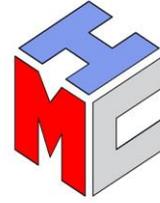
With the F-22s on their doorstep the Iranians were less than happy and referred to it as a needless "in your face" provocation. The response was to back up the fighters (F-4 Phantoms) with SAM missile systems of various types supplied by the Russia and Belarus. These defences are of course more effective against the slow moving drones, these defences are kept at a high standard of readiness with good logistics and training. Militants in Tehran pressured for a more aggressive posture towards the West, in response Iranian Su-25 Frogfoot aircraft shot down a drone in November 2012. This was where the 3rd deployment by F/A-22s came about 2012/13 at Al Dhafra as a rapid response force against the aforementioned background.

In the March 12th incident the Iranian Phantoms were vectored onto an MQ-1B Predator drone, it was unclear whether they intended to shoot it down but cue entry of the F/A-22s escorting the drone high over the Arabian Sea, the lead F/A-22 dived and flew beneath the F-4s to check out their weapons load, a message was then sent by the Raptors to the Phantoms, "you really ought to go home you know". Not knowing the F-4s radio frequency, it seems the message was delivered by other means; it was enough the older F-4s made what is known as a tactical withdrawal. With Iran's radars which cover the area they could claim "we learned a lot from the 1st encounter regarding the Raptor", so the end result was a 1-2 win but Iran learnt a lot!



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Aussies to Buy F-35

Sometime ago we reported that the Australian Air Force had opted for the F/A-18 Hornet (E/Fs and Growler) as a short term option due to long waiting times for the F-35s, possibly beyond 2020. We have found now that Lockheed Martin had begun work on F-35A JSF to be on time for Squadron one to be operational by 2020.

The first two will be ready in 2014, already arranged for Luke AFB is the training base and training will be start 2015 by RAAF No. 3 Squadron, seems like a few arms were twisted there, does it not? Also a Mk,II JSF will be in Australia by 2018. For good measure we even have the price tag for you; yes it's \$130 million each, orders reduce price on a sliding scale pro-rata.

Aussies For Growler Training

Whilst we are on about RAAF, the Super Hornet (Growler) EA-18G Electronic Warfare variant bought by the RAAF is due to begin training @ Whitbey Island NAS in Washington State in 2014. Australia were the 1st customer for the Growler buying 12 of them at a cost of \$1.4 billion, they will achieve operational status at RAAF Amberley in 2018.

Due to the pressure of work and intolerable weather conditions the latest reports from our agents have been edited down to keep you in touch with latest developments in the world of jet aircraft and their ercent action & movements.

UK No. 2 (A/C) Squadron

No.2 (Army Coop) Squadron is set to become the RAFs 5th Typhoon squadron and will operate Typhoon FGR.4s as replacement for their existing Tornado GR.4s. Currently at Marham (Norfolk) the change is scheduled for the end of March 2014. The formation of 2 Squadron will join up with No.1 & No.6 Squadron (also both Typhoon units from the Lossiemouth Wing).

UK Typhoon "Did You Know?"

Have you seen the TV RAF Recruitment advert where all the spanners, bolts, pipes and miscellaneous parts come together after flying off the factory work benches and lockers to make up the Typhoon in flight? WrySpy has located this completed model with all the multitude of parts at the RAF Museum Hendon. It is situated just behind the rear door of the museum shop, make a note to take a look when we go there in May for the model show, you won't be disappointed.

Typhoon Landmarks

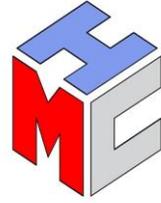
Believe it or not the Typhoon has completed 10 years 2003-2013 of service trials and operational service. The 400th machine to be built has just been delivered to the Luftwaffe on 04/12/2013. Serialled 31+06, the Tranche 3 aircraft has a purple/sky blue mottled fuselage and tail fin, quite an exciting colour scheme, it is based at Manching Airbase in Bavaria (Bayern).





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Typhoon Base Change

In 2014 No.6 Squadron (Typhoon) celebrated their 100th anniversary (centenary), based at Leuchars (Scotland) in company with No.1 Squadron, both will be transferred to Lossiemouth as part of the Wing comprising 1,2 & ^ Squadrons.

Russian Operations Not Overlooked

We have a very informative future policy for Russian fighters on the table at WrySpy, but not wishing to upset the entercordial during the "Winter Olympic Games" it must remain classified for the present. One snippet though, the Sukhoi T-50 arrived at Moscow Airbase Zhukovsky in November 2013. This means that all 5 prototypes are now at the Moscow facility, however the latest doesn't display the dark blue/medium grey/light grey splinter camouflage, but has an overall upper surface ocean grey and medium light sky grey undersurface.



Did You Know? London's New Routemasters

Having recently covered railways and ships with articles on railway engines and ships, see December 2013 (115) Sticky Fingers, now we break new ground with an article on buses.

My son, Trevor, has been a bus fanatic ever since he was 2 to 3 years old, what he doesn't know about busses would fit on a postage stamp, he is the proud owner of an RLM Routemaster, all fully restored to its original pristine condition. I have asked him several times to give us a talk on the pleasures and problems of being one of the elite band who own such a historic vehicle, but he declines as he's too busy. Well he runs a bus column on Facebook, I suppose that is enough said.

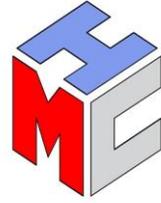
However I digress from the point. I became interested in the new London Routemaster and he suggested I take a trip aboard one. This was backed up by fellow club member Greg Brand who has been making good use of his Freedom Bus Pass, taking trips for several months which he thoroughly enjoys, well there you have it. A day out with a neighbour across the road, we took off for Liverpool Street, found our way to the Bus Depot and boarded the Route 11.

The bus is a spectacular looking vehicle, comfortable seats, the gangway free of clutter. Off we went smooth and silent for our journey to Chelsea, Kings Road or Fulham Broadway; we had the upper deck front seats which offered a splendid view of London's sights, some I haven't seen for many years. Amongst those I recall; The Bank of England, St Pauls, Houses of Parliament, Trafalgar Square, Nelson's Column, Sloan Square to name but a few. Passing along the Thames Embankment we eventually arrived at Kings Road in Chelsea, we got off and had a look around the "glitterati playground" as it was known in the 50's & 60's, when all the pop stars and "yuppies" thought it was heaven on earth. One last cheer for "McDonalds", £4.20 for 2 cheeseburgers and large coffees, the only expenditure of the day, that's value when Costa Coffee charge £3.00 for one coffee in Hornchurch. We picked up a return RM Route 11 bus back to Liverpool Street after a super day out. Give yourself a break and try it sometime, you won't be disappointed.



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New Routemaster Routes

Route 24	Hampstead Heath	Pimlico
Route 11	Liverpool Street	Fulham Broadway
Route 9	Hammersmith	Alwych
Route 390	Notting Hill Gate	Archway
Route 38	Victoria	Hackney

Technical Details

Manufactured by Wright Bus, Northern Ireland
(no I don't have shares in that company!)

Designed by Hitherwood Studios

Vital Statistics

Length	11.2 metres
Height	4.4 metres
Width	2.5 metres
Turning Circle	21 metres

Capacity

Total 87 persons
40 seated upper deck
22 seated lower deck
25 standing lower deck

Engine	4.5 litre diesel
Max speed	50 mph

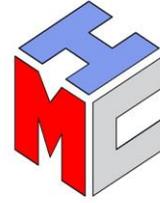
Alan





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IPMS Hornchurch AGM 2014 Agenda

1. Committee Reports
 - i) Secretary's report – Peter Bagshaw
 - ii) Assistant & Competition Secretary's report – Robin Bellamy
 - iii) Treasurer's report – Bob Plumridge
2. Election of Officers
 - i) Secretary
 - ii) Assistant & Competition Secretary
 - iii) Treasurer

3. Club Competitions
 - a) Announcement of winners for 2013/2014 competitions
 - i) Wally Arrowsmith Trophy (Aircraft)
 - ii) IPMS Hornchurch Trophy (Miscellaneous)
 - iii) Modeller of the Year –

1 st	Mick Pitts	Semovente
2 nd	Bob Lawrence	Ryan PT-22
3 rd	Robin Bellamy	Pfalz D.III

- b) Competition rules – Same as last year?

Some competition/theme suggestions have been passed on to me and a few of my own too for consideration.

- **“Best of British”** – anything with a British flavour.
- **“First and Last”** –we pick a model that we still have, that was built some time ago and then make a new version of the model (assuming it's still available), the idea being to show the difference in style of modelling from before to now.
- **“Simple and Complex”** – A bit like “First and Last” but in this case we build 2 of the same kits but use basic tools and paint brushes for one and then as much aftermarket and airbrushes (if we have them) for the other.

4. Formulation of outstanding monthly dates for 2014 - 2015

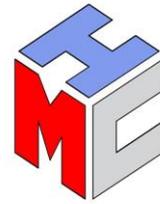
5. Any Other Business

- i) Club Sign – a quick discussion on the best replacement for the club name sign used when displaying at shows. I'd like to replace the current one we have with something physically lighter and also have the “official” name of the club, i.e. IPMS Hornchurch on it. We should have the club logo but would be happy to leave off the IPMS one.



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Club Competition Rules

- The competitions are split into 2, the Wally Arrowsmith Trophy for Aircraft subjects and the IPMS Hornchurch Trophy for Miscellaneous subjects.
- Each competition will be run over rounds determined at the AGM (normally 4).
- The schedule and any "Themes" for the competitions are decided at the AGM.
- All models must have been completed for that competition year.
- Each competition has been split into 2 categories.

	Category 1	Category 2
Aircraft	1/72 nd scale or less	Greater than 1/72 nd scale
Miscellaneous	Military vehicles any scale	Anything else, i.e. not an aircraft or military vehicle subject.

- Registration of models must be made before 20:15 to allow voting to start at this time.
- Members vote for the winning models in order of preference from 1st to 5th places in each category and competition.
- For each competition round a competitor may enter a maximum of 2 models per category, i.e. For the Wally Arrowsmith competition (Aircraft) 2 models in Category 1 and 2 models in Category 2 are the maximum allowed per round.
- Modellers may enter models in either or both competitions and categories, Aircraft and Miscellaneous.
- A model may only be entered into any competition once.
- Dioramas count as 1 model.
- Two models on one base, but not a diorama, count as 2 models.
- Modellers are **not** expected to vote for their own entries.
- The person with the highest overall number of points in each competition (Aircraft or Miscellaneous) after the last round will be the club champion.
- In the event of a tie on points the number of 1st and 2nd places etc. will be the deciding factor.
- All models entered into any of the rounds are eligible for entry into the "Modeller of the Year" competition.
- **In the event of a dispute the Competition Secretary's' decision is final.**

Scoring

Every model entered in each competition scores 5 points.

The following points will be awarded for the 1st five places in each competition category.

1 st place	20 points
2 nd place	18 points
3 rd place	16 points
4 th place	14 points
5 th place	12 points

i.e. a person entering 1 model who comes 3rd will score 5 points for entry plus 16 points for 3rd place, giving a total of 21 points.

Modeller of the Year Competition

Rules

- Judging for the competition will be performed by external judges with no association with any of the entered models.
- Any models which have been entered into the IPMS Hornchurch competition over the year are eligible for entry.
- First, second and third places are to be awarded with the following prizes being awarded.

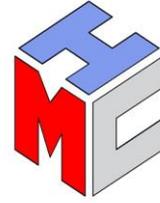
Winner (1 st place)	£20
Runner up (2 nd place)	£10
3 rd place	£5

- **In the event of a dispute the judge's decision is final.**



"STICKY FINGER"

Magazine



www.sticky-fingers.org.uk

Template for 2014 / 2015 Meeting Schedule

March 17 th	
April 21 st	Competition Night
May 19 th	
June 16 th	Competition Night
July 21 st	
August 18 th	
September 15 th	Competition Night
October 20 th	
November 17 th	Competition Night
December 15 th	Quiz and nibbles
January 19 th	Competition: Modeller of the Year
February 16 th	AGM + Theme Build Competition

Please note this can be completely changed if requested, this is just a guideline for discussion