The IPMS Romsey (Romsey Modellers) Club Magazine

Yamaha ZR-M1 2010

1/48 Flakpanzer III Wirbelwind

THE ROMSEY MODELLER

July 2015

Airfix 1/72 Dornier 17Z

Fernando Pinto 1/24th Bluebird CN7

Challenger 2 Stand Off Armour Conversion

Aircraft of the Fighting Powers

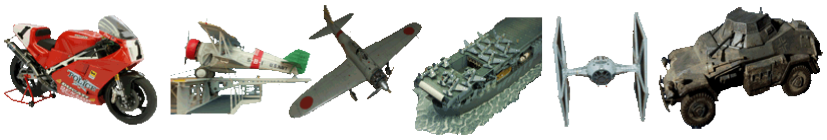
Bugle Call 2015

ROMSEY MODELLERS

HISTORY IN THE MAKING

Vol 7 Issue 7

ROMSEY MODELLERS



JULY 2015

A MESSAGE FROM THE PRESIDENT

Welcome to the July issue of *The Romsey Modeller.*

And so, we find ourselves in July…..long and hot days, cold beers, salads for tea and blasted Big Brother on the TV.

For me, the hobby has taken a back seat this past month as I settle into a new job, which has insanely long hours (80 last week) and very little pay to show for it. I see another change on the horizon soon! I haven't touched the modelling bench for three weeks, which is frustrating as I'm close to completing my current project. Hey ho….

That hasn't stopped my buying however, as I've taken delivery of a 1/24th Bluebird CN7 kit (See quickie review and pictures on Facebook) and I've purchased my first Model Factory Hiro super detailed kit…more on that next month.

Steve tries a Triumph Daytona for size at Goodwood....these bikes are definitely designed for younger riders!! Note the club polo shirt!

During the latter part of June, I enjoyed a couple of superb days out with our treasurer, Steve Edwards. We visited the Goodwood Festival of Speed for two days this year, mainly in my bid to secure Valentino Rossi's autograph on the Sunday. In hindsight, I'm more likely to win the lottery. Security was so tight around him, few found success. Interestingly, our chat over most of the weekend involved little about the hobby, which proves that the friendships discovered through the club can extend beyond yakking on about bits of plastic!! It was worrying however that fellow modeller and regular Goodwood visitor, Duncan Baird Murray and I, spent some time shoe shopping around the traders on Friday and swapping fashion ideas!!

Kudos must go to Steve, as not only did he have a busy two days with me, he also managed to attend the Bugle Call model show on Saturday to display with Russell. The pair of them created an excellent table for show-goers to admire and he still managed to stay good humoured on Sunday despite me collecting him at 5:45am!!

This month see's our annual themed competition – this year it's Tamiya, so we can expect to see a deluge of entries…please. A final word on the club polo shirts, I have just one left, red sleeves in large (L). If you want it, I'll have it with me on Wednesday night.

It's also great to see two new contributors tor the magazine this month with Lee Gilbert and Karl Scammell making their literary debut in this esteemed publication, thank you for your efforts, I look forward to reading more about your work in future editions.

See you all in the middle of the week and enjoy the Tamiya competition.

Paul

Club President

This is the newsletter of Romsey Modellers a group of plastic modellers based in Southern Hampshire. We cater for all modelling genres and skill levels from beginners to well-seasoned gurus.

We meet on the 1st and 3rd Wednesdays of the month from 8pm to 10pm in Ampfield, Hampshire, where we often run workshops and club competitions but more importantly have a good chat about our hobby. We also attend most of the local model shows, where we exhibit our member's completed projects.

We have an open door policy so if you want to sample how we can help you get more out of your hobby or just come and have a friendly discussion (tea and biscuits provided) please feel free to turn up – see the last page for details or visit our web site

www.romseymodellers.co.uk

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CLUB NEWS

MANUFACTURER'S COMPETITION: TAMIYA

At the next club meeting we will be holding this our manufacturer's competition which this year has a theme of TAMIYA.

Any model that has a Tamiya kit as its principle component is eligible (i.e. an Airfix kit with as single Tamiya figure would be frowned upon); hopefully we will have plenty of models on the table to make the judging difficult once again.

BUGLE CALL 2015

BY RUSSELL EDEN

With a strange lack of interest it was up to me and Steve to represent the club at Bugle Call this year.

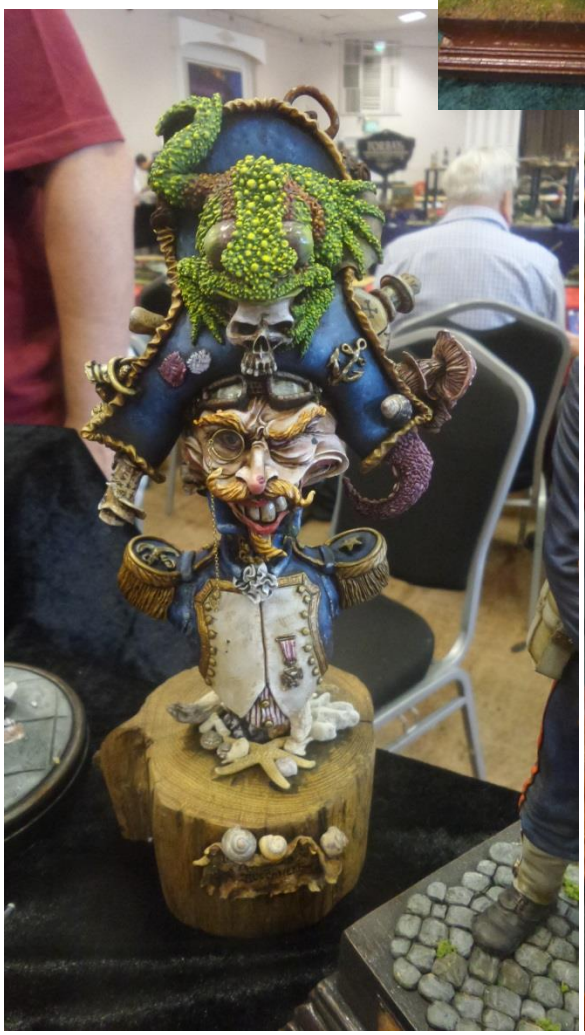
Not a problem – I can fill 6ft of table easily, as can Steve. The original plan was to go with our wives and they could spend the day in the glorious city of Bath, until we told them what time we were getting up. They decided to join us later for shopping and lunch!

We set off nice and early and had a trouble free journey to Bath – 90 mins away. Trouble free until a week later when I found out I had got a speeding ticket for 35 in 30 on the way to Bath– what a rebel!

I digress. We arrived nice and early, set up in the spacious, well lit hall and headed into Bath for breakfast. After a lovely breakfast of bacon and pancakes for me and full English for Steve we waddled back and assumed the usual show positions.

Although mainly a figure show there was a good representative of other clubs with a good selection of armour, some sci-fi and even the occasional aircraft. With plenty of space between the tables there was no danger of things getting knocked about. This was made even less of an obstacle by the lack of people through the door. Sadly it was the same date as some other shows including Tank Fest at Bovy – not the best plan and I think the stunning weather meant a lot of families weren't going to go to a stuffy hall in Bath with so many outdoor things to do. Damn shame is it is a great show with one of the best venues I have been too. It has a

proper café too. This was where we met up with Stu with his new club from Torbay in Devon.



The quality of models on display was amazing. Kevin Peart was there displaying some fine figures too and on hand for plenty of advice. I succumbed and bought a stunning 75mm steampunk girlie.

There was a lack of traders sadly but it meant those there had a fairly good day.

The competition was designed mainly for figures with only one aircraft and one armour class and quite a few for figures, busts and flats.

I decided to enter and was shocked to find my 1/48 flakpanzer iii won gold in the armour class up against a host of much larger 1/35 vehicles – who says size matters!

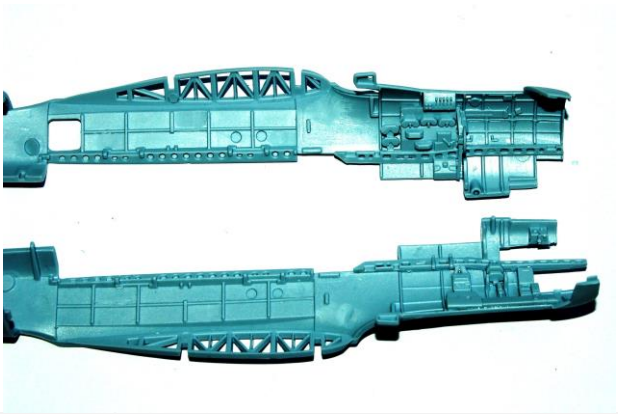
Not a bad day.

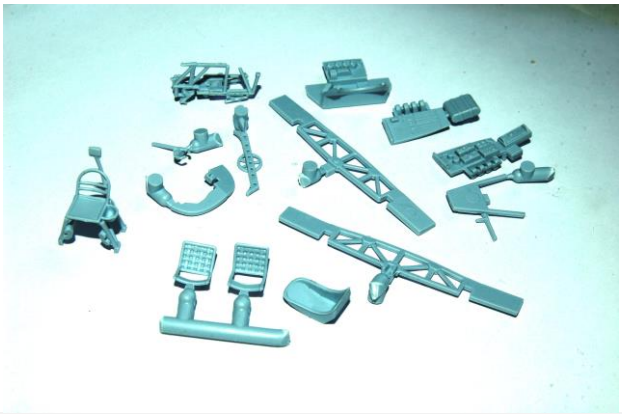
After the competition it was time to pack up and head back. I shall hopefully go next year as it is a great show in my opinion – I just hope it doesn't clash with Tank fest next year!

AIRFIX 1/72 DORNIER 17Z

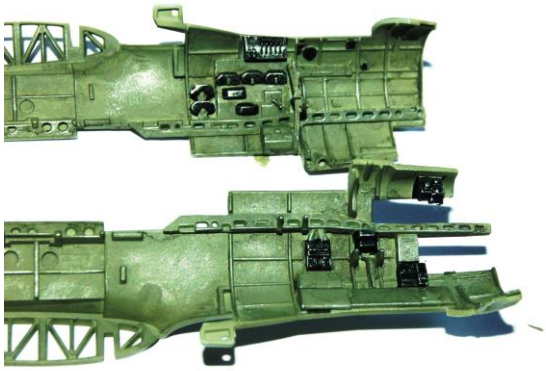
BY TONY ADAMS

Being a fan of the recent Airfix models I was keen to see if their new Dornier 17z continued the trend of bettering the last release. Having built this models predecessor when I was a kid which when I think of it was a bit of a dog, I was looking forward to see how Airfix had updated it to today's exacting standards. Certainly opening the box I was not disappointed as I found lots of very nicely detailed sprues, that were crisply moulded, a glance at the instructions suggested an interesting build ahead. I picked up an Xtradecal decal sheet (X72206) and as I wanted to enter this is our Battle of Britain competition in September chose a machine of KG76 based in Beauvais France in September 1940.



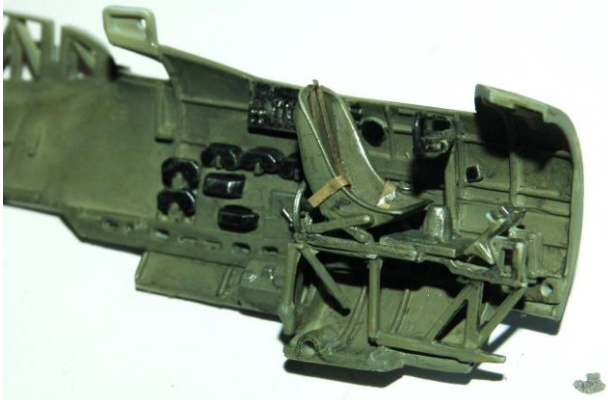


The interior parts are superbly detailed, with ejection marks well-hidden and lots of fiddly bits to do to keep my interest.

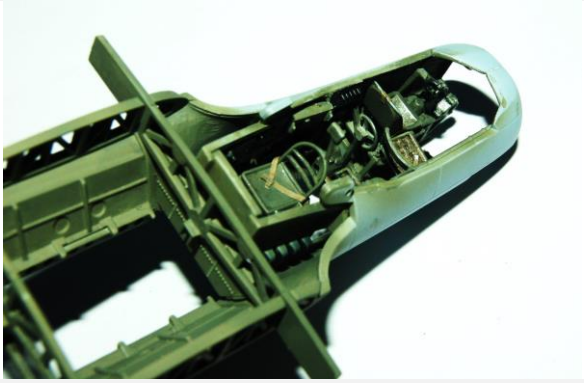


Mr Color RLN 02 was used for the base colour of the interior parts , and Tamiya X-18 used for radios, ammunition boxes etc. I light dry bush of aluminium brought out the surface detail and gave the parts a metallic look.

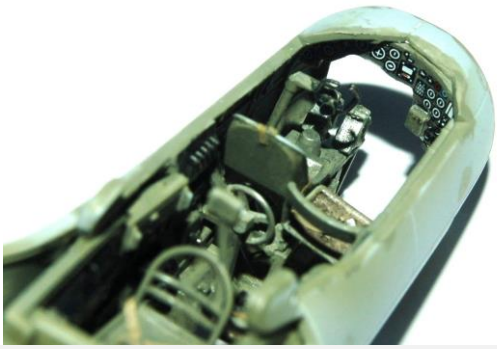
Tamiya tape was used to create seat belts , I figured that it wasn't worth investing in etch belts, now I know how much can be seen through the canopy I may take a different view



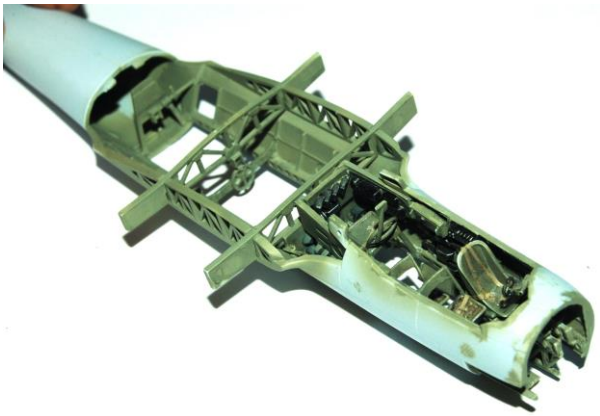
The pilot's seat mounts on a frame that was a little tricky to get into place, but looks very effective when done. I get the parts a dark wash be again help bring out the detail

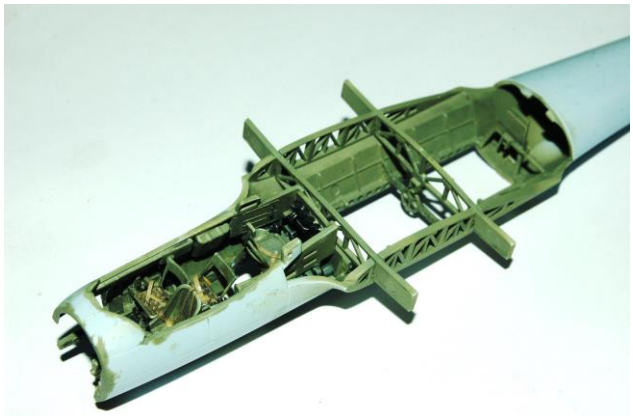


With the interior parts painted the fuselarge was glued together , note the wing struts which also forms part of the bomb bay.

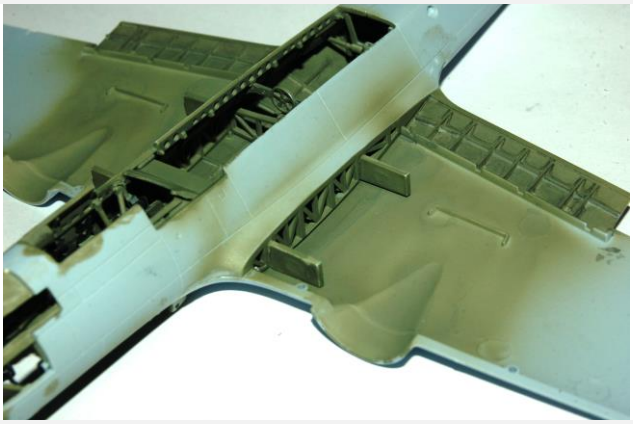


The instruments are decals which doesn't look to bad

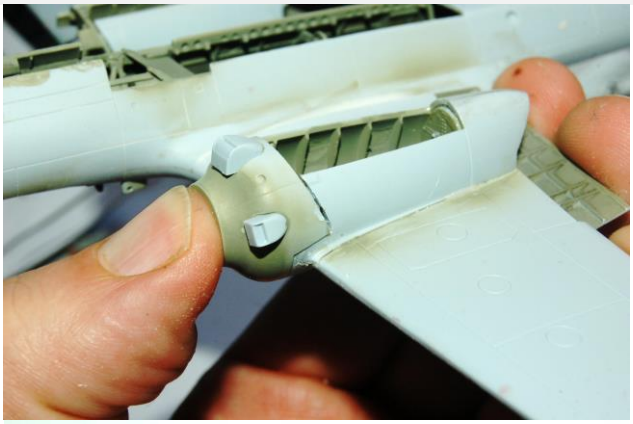




Considering how much of the cockpit is visiable through the canopy Airfix have done as lovely job in providing lots of detail, I doubt that Eduard will sell too many etch set for this kit.

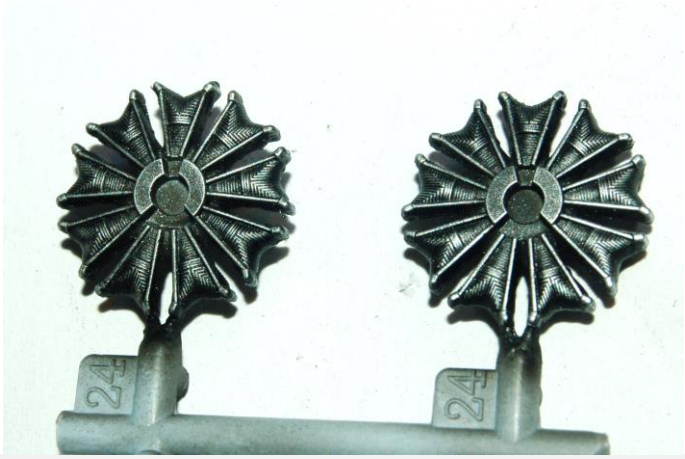


The top of the wing is fixed to the fuselarge before the bottom, I almost forgot to paint the interior parts of the wing which are visible through the bomb bay, but fortuantly realised before it was too late.



I had a bit of a nightmare with the starboard engine nacelle which I think I fitted too far aft, this lead to more problems which requied considerable filling and fettling. I put this down to use error as the other one when on perfectly

Due to the amount of glazing I really couldn't be arsed using my normal BM foil technique, so I obtained a mask set from P mask (EBay £3) which did the job nicely. Once applied I sprayed the parts the interior colour before gluing them to the model. In the case of the main cockpit canopy I only tacked it so I could fit the guns later (the guns wouldn't have survived handling)



The well detailed engines were sprayed with X-18 and drybushed with silver

The engines were fitted to their nacelles, which did involve some trimming to get them to fit. I masked the exhausts with maskol but this wasn't particularly successful so I had to re paint them at the end of the build

The windows in the top of the bomb bay were inserted, I really didn't like their look, they were very thick and looked wrong, so I removed them intending to fill with Krysal Klear at the end of the build

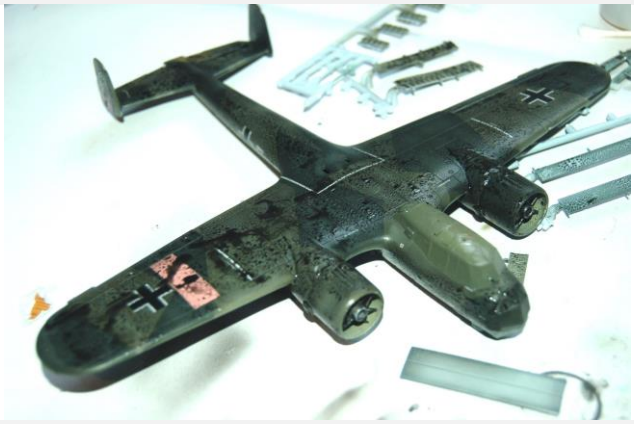
After a coat of Tamiya Fine Grey primer the model was pre shaded (sorry I forgot to take a photo), Mr Color RLM65 was sprayed on the undersides

I used a compass cutter to cut tamiya tape to mask the undersides

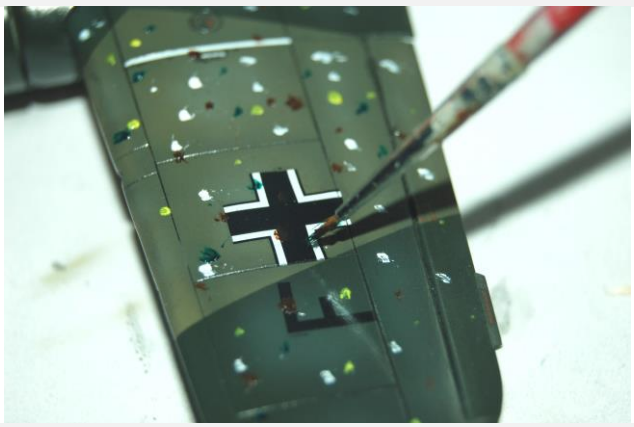
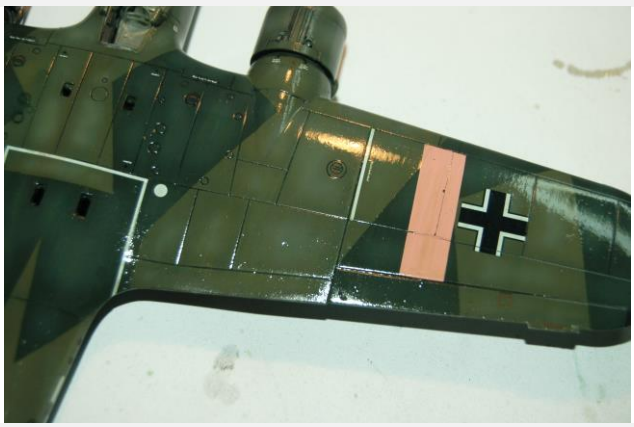
RLM71 applied to the upper surfaces

Tamiya tape used to create the splinter pattern. Once the RLM70 was applied, the centres of the panels were lightened with the base colour + a splash of white The same procedure was undertaken for the RML71 areas and the model given several coats of Klear ready for decals

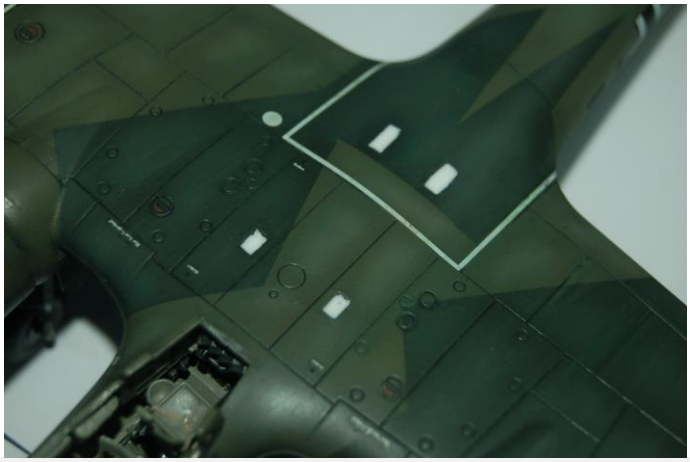
Decals were applied without drama, and sealed with another set of Klear



Flory dark wash was sprayed all over the model, when it was dry the excess was wiped off to leave sharply defined panel lines

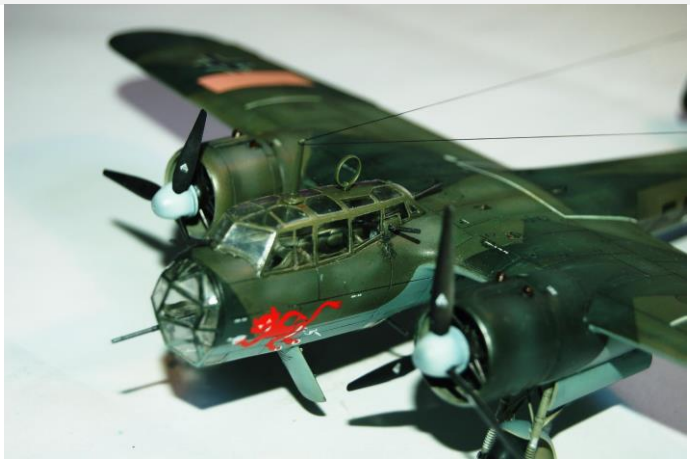
Oil paints in yellow , green , brown and white were spotted over the uppersurfaces. Turpentine was then applied to wash the oils together and brushed along the flow of air to give a slightly streaked look



The streaking is visible in this shot, with the painting done the bomb bay windows were added with Krystal Klear

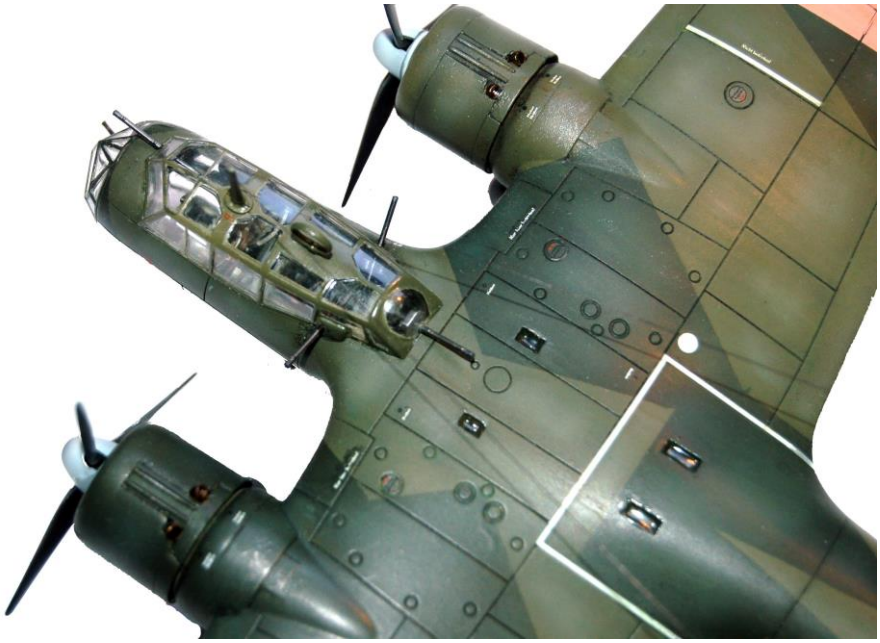
The addition details such as bombs and undercarriage were completed and installed

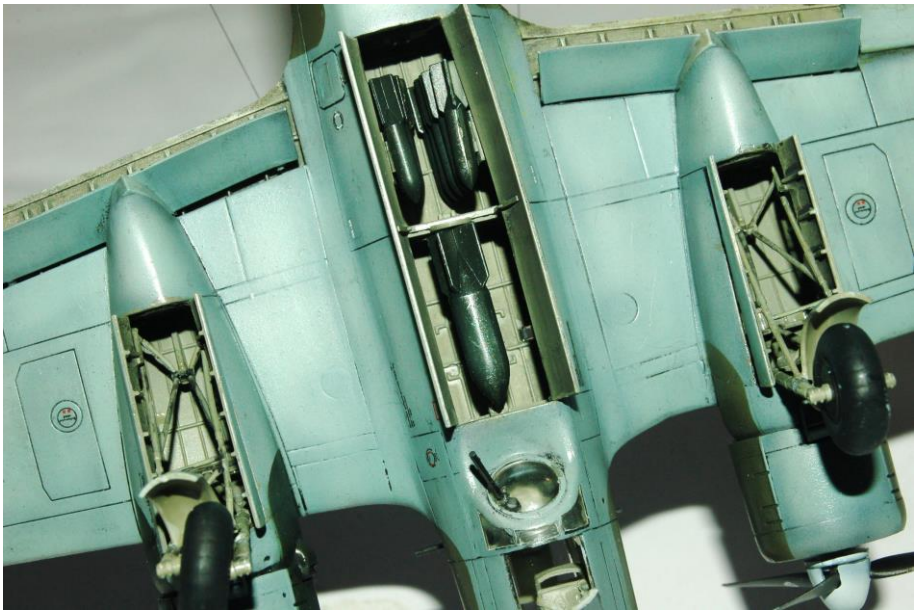
The guns were added and the canopy finally glued in place (I now had to be very careful handling the model) The propellers were chipped lighly with a silver pencil after construction. The radio antenna wires are added via easyline



This model was a very enjoyable project; I have another in the stash, so you may see another build some time in either a dessert or winter scheme. After building 4 1/72 models in a row I am now starting something slightly larger, watch this space…

PHOTOS





FERNANDO PINTO 1/24TH BLUEBIRD CN7….TAKE 2

BY PAUL ADAMS

Many of you will recall my review on a resin 1/43rd example of the 1964 record breaking Bluebird car driven by Donald Campbell. Soon after that review I had a change of heart regarding building it, mainly due my desire to build Profil 24's release of Golden Arrow in 1/24th. There isn't a 43rd version of GA, but I was aware of a 1/24th resin kit of Bluebird manufactured by Fernando Pinto from Portugal. This kit popped up on my radar around 2 years ago via a model forum report and so it was then placed on my eBay watch list for months.

I sold the 1/43rd kit just after Christmas and saved my pennies for the bigger version. I ordered the kit and waited……and waited…..and waited, until I sent the seller a stern email (he hadn't contacted me for 11 days after purchase), did I get a response. The kit arrived 5 days later (he'd over charged me on the shipping btw, which I got back...) Upon opening the box, you are greeted with an enormous model kit – its 15 ins/38cm long – however, the quality is as poor as I've seen for a resin kit, with many roughly cast parts and poor fit of the main sections that form the belly of the car. Underneath the main body part are hundreds of air holes, all of which will need painstaking correction. From what I understand, the molds are around 10-15 years old…..There are redeeming features however, the four separately cast exhausts are nice given they were moulded- in on the 43rd version and the rear wing is correct with a smooth transition to the body. The wheels are good too, in resin again, with crisp bolthead detail. There is a build underway on Britmodeller of this kit, so I'm pleased to see the potential is there to make a good replica of this famous LSR car.

In conclusion – this kit will need a lot of work before it gets anywhere near paint…but the overall impression is that it'll look stunning when complete and placed alongside other cars of its genre. Don't expect to see it finished any time soon!!!

CHALLENGER 2 STAND OFF ARMOUR CONVERSION

BY KARL SCAMMELL

BACKGROUND

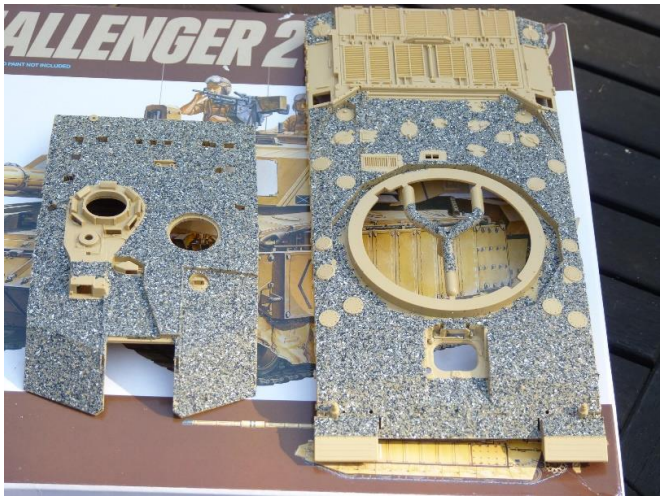
Having decided to return to the world of scale model building after a long break, I spent some time looking for an interesting and relevant build. I finally, decided on building a Challenger 2 with the bar/reactive armour add-on and after some advice from a colleague mounting it onto a base and creating a mini-diorama. The base kit was the Tamiya 1/35 Challenger 2 with additional hardware supplied by Accurate Armour.

ANTI –SLIP COATING APPLICATION.

The first task was to apply the anti-slip coating that is applied on the upper surfaces of the hull and turret. Having investigated a variety of techniques that could be used to mimic this effect, I decided on using a textured paint applied by a spray can. So off to the DIY store to see if I could find a suitable paint. After some searching of the shelves I decided on using B&Q Stone Effect paint.

The next step was to then mask off the various panels, grills and large surfaces that did not require the anti –slip coating. This was undertaken using both standard masking tape and Humbrol masking lacquer. After spraying a test piece to check that there was no risk of the paint melting the plastic, application was fairly straightforward. I then allowed the paint to cure for a couple of hours before removing the masking.

Hull and turret after textured paint application



Hull and turret after masking removal.

The finished texture looked good and also seemed to be reasonably ‘inscale’.

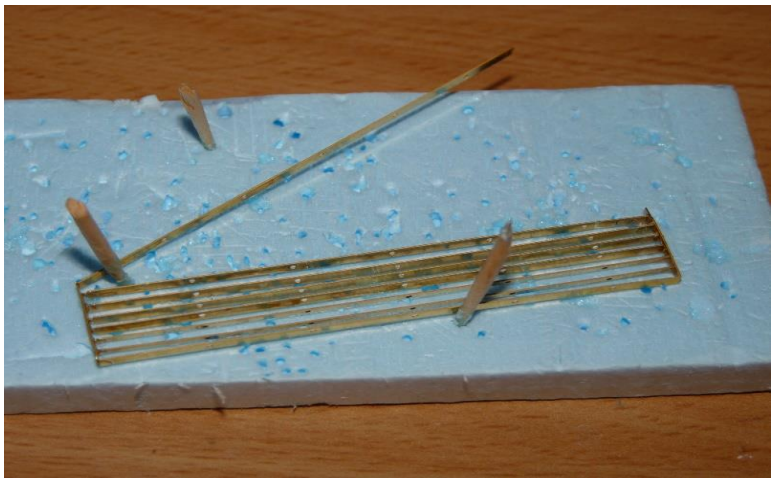
CONSTRUCTION.

The construction of the main kit was reasonably straightforward with no significant problems encountered. I decided on using the Accurate Armour Enhanced Armour (CO86) kit and this was where the fun began. The kit consists of the reactive armour plus some additional hardware moulded in resin and the bar armour photo-etched from brass.

The resin moulded components seemed to be of reasonable quality with only minimal sanding and filling required for voids and flash removal. These were then attached into position using cyanoacrylate adhesive.

The bar armour consists of a series of frames that need to be assembled from the supplied photo-etched brass. Having spent a lot of time trying out various techniques to achieve a completed frame, I settled on the following method.After initial folding using a pin vice and some folding blocks the cross bars were glued into position using cyanoacrylate adhesive. The cross bars were located into holes that had been etched into the

frame uprights. I found that either the holes were not sufficently large enough to accommodate the lugs or the lugs themselves were 'out of shape' which caused problems locating the bars. An improvement would be to add tags onto the end of the cross bars and then fold this over to butt up against the frame uprights. This would improve the spacing of the cross bars and the tab would provide a large surface area for applying adhesive. Although a spacing tool is provided with the kit, I found achieving an accurate repeatable spacing between the cross bars difficult. eventually settled on a method of using the supplied spacing tool plus cocktails sticks pressed into polysytrene as means of jigging the frames during assembly.



Bar armour frame assembly jig.

Once all the frames were assembled they could be attached to the turret and hull respectively. Another problem encountered was with the hanging bar armour that is located on the rear hull. This is attached to a beam by means of brass hooks that are positioned through brass eyes glued to the beam. Again some of the etched hooks were misshaped meaning attaching the frame to the beam was difficult. Again an alternative had to be found which was basically using thin steel wire.

PAINTING AND WEATHERING.

Once the majority of the assembly work was completed, grey Tamiya fine surface primer was applied. Very little sanding or application of filler was required which speaks volumes for the overall quality of the kit. In this case the final colour was Dark Green (Revel Acrylic) which was applied using an airbrush. Several thin coats were applied until it was judged that the correct tone was applied. Optics, viewing ports etc. were masked prior to paint application using Humbrol masking lacquer. This was removed once the base colour was applied, with the optics and viewing ports painted by hand with a combination of silver and clear blue acrylics. All the remaining hardware was painted in accordance with the supplied colour scheme chart. A diluted matt acrylic lacquer was then applied prior to decal application. Decal application was limited as research showed that Challengers operating in theatre around 2005 displayed minimal identification marks.

Initial track and wheel weathering.

Once the decals were applied a further coat of acrylic matt lacquer was applied followed by the start of the weathering process. I decided on using a wash of yellow, white and brown pastel chalks mixed with Tamiya acrylic thinners. This was then applied using a large brush, hot air dried and then removal of areas of excess wash with a soft tissue/cotton buds. This process was repeated numerous times where dust build up would be significant.

BASE PLATE DIORAMA

The theme of the diorama was to be the Challenger supporting a security checkpoint manned by a fire team (4 man section) during Op Telic. The Challenger is located to the side of the road on a sandy surface. The sand surface was created by applying a fine grade of sand to a layer of PVA glue. This was repeated where necessary to increase the depth of the sand. Finally, hair lacquer was applied to the sand surface to 'seal' it.

The figures were supplied by Accurate Armour from their modern British infantry range. I was a little disappointed with the quality of the figures as in some cases the moulds would appear to be inaccurate in terms of scaling. The figures were then painted and glued into position using a rapid set epoxy resin. Security check points normally incorporate concrete barriers known as 'Jersey Road barriers' and also some form of warning sign informing vehicles to stop, which again were supplied by Accurate Armour. These were painted, weathered and then glued into position using epoxy resin.

Figures, Jersey Road Barriers and Stop Sign.

View from front of Challenger and Security Check Point.

The last job was to fix some carbon fibre aerial rods to the turret and job done!

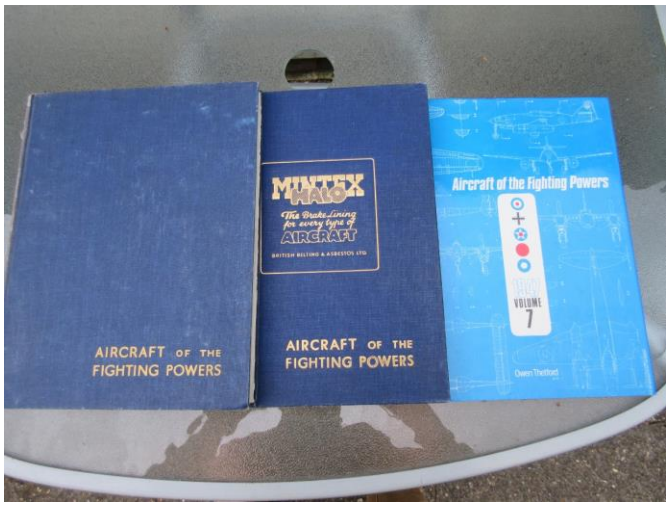
What did I learn? Lots being my first serious build. Probably the most important was that mistakes will be made; just try not to repeat them on the next build!

Side view showing Challenger and Security Check Point.

Raised view showing Challenger and Security Check Point.

AIRCRAFT OF THE FIGHTING POWERS

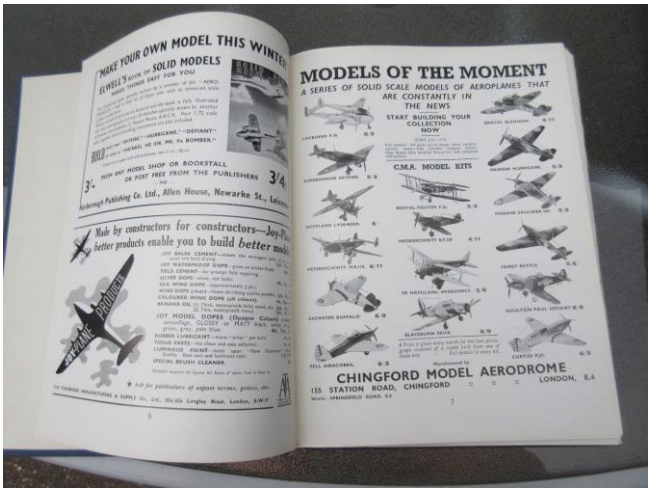
BY WILL BOOTH

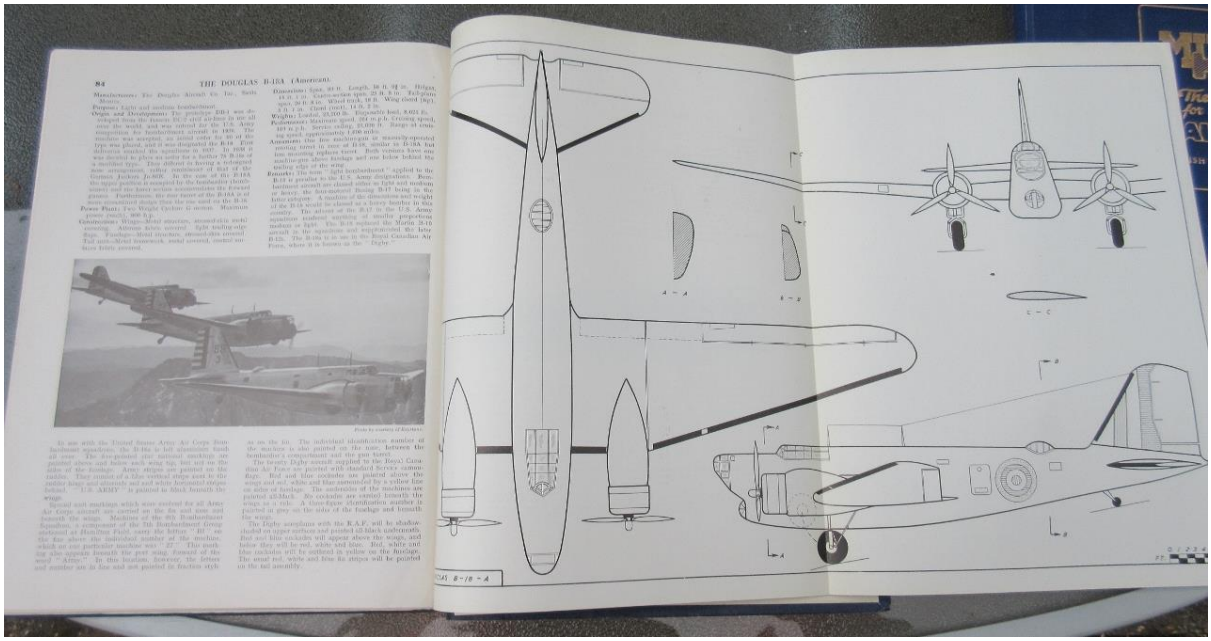


During the Second World War, building models continued, either as a hobby or for official purposes. Not surprisingly aircraft were a popular subject and books and magazines continued to be produced for both flying and "Solid Scale" (as our sort of modelling was then known) modellers. There were kits, though apart from the famous Skybirds and Frog Penguins most generally consisted of a profile-shaped wood block fuselage and mainplanes with (sometimes printed) sheet wood for tail feathers with occasional details in early plastics or metal. Later in the war these kits (seen as toys) disappeared though some others continued for recognition use whereupon the kit box was usually stamped for forces use only. To satisfy the demand for drawings to go with these kits and for scratchbuilding (which was not a big step further) plans for the current fighting machines were published by Aeromodeller both in their magazine and in their books such as "Scale Plans of Military Aircraft". The ultimate collection of such information was "Aircraft of the Fighting Powers" consisting of some seven books. You may have heard of it as supposedly the source for some dodgy early Airfix kits.

Originally published in December 1940, continuing each December to Volume 7 in December 1946. Some earlier editions were reprinted later in the war with the cover price almost doubling over the period. With the exigencies of war some volumes are printed on a curious variety of paper stock. Each book is subtitled for the year it came out e.g. 1940 Aircraft for Volume 1. Each volume includes interesting period ads, with the balance becoming notably less modelling and more "real" aircraft advertising as the series progressed and was presumably taken more seriously (I wonder if the German RLM might have had a subscription via some neutral country's bookshops?).

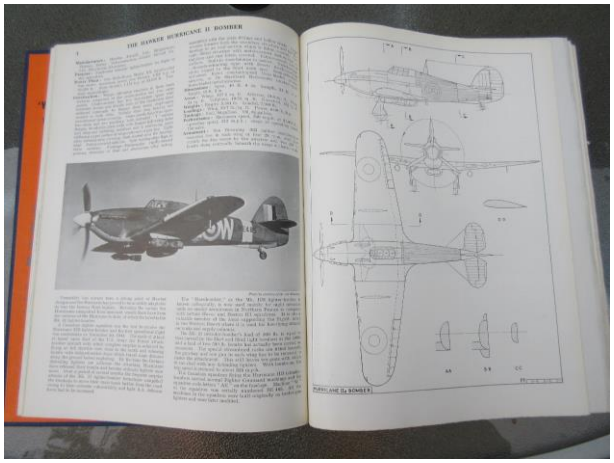
Each aircraft received a double page spread. To the left, was a specification, photo, and some historical notes. These notes are generally quite upbeat in early volumes but become more prosaic as the war dragged on. On the right side was a 1/72 3-view plan to suit the commonest UK modelling scale which had also been adopted for official recognition models. Larger aircraft such as the Heinkel 111 received double or even triple page such as that or the Lancaster – these foldouts usually had additional photos. When later planes became too big, those such as the B-29 were drawn at 1/144 yet still on a fold-out. In the early editions colour descriptions were provided in each plane's write up but later general notes were provided near the front – one later volume includes Ministry of Aircraft Production colour swatches. The photos (ostensibly of the real planes) vary from ministry hand-outs through recognition models to some terrible re-touched efforts for obscure Soviet and Japanese types. Any period modeller wanting some guidance to build the Beaufighter Mk.II had only a photo surreptitiously taken through the dirty window of a nissen hut with an RAF policeman blocking a good view of the plane!

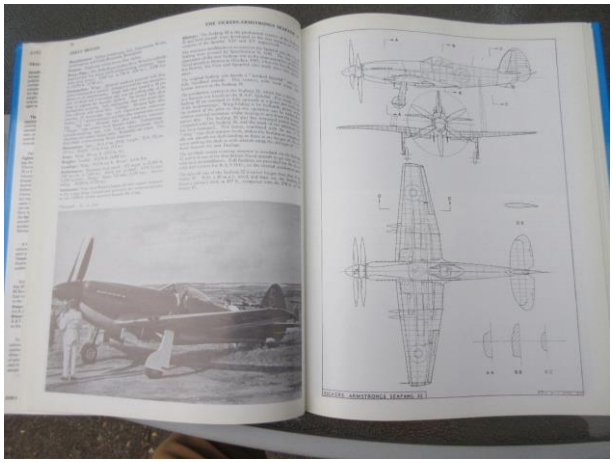




The first volume's drawings were somewhat crude and if a modern reviewer only sees this it might colour their judgment on the entire series. No doubt the information available to the draughtsman would have been extremely limited until the series proved itself when perhaps some manufacturers or officials may have helped out. For whatever reason volume two has much higher quality drawings (as do later volume ones, see below) and these improved further through the later books though I find the mid-war best as some of the later

aircraft drawings have enough rivets and panel lines to satisfy a modern pre-shade / panel-washing-modeller, which I find somewhat obscure the essential shape of the plane.





Apart from those seven books there are three others. In 1979 and 1980 volumes 7 and 6 respectively were republished (I recently found these two as new and seemingly unread for 50p each in a charity shop) and were intended to be part of reprinting the whole series going back in time. Presumably sales weren't great as only these two resulted – as they're newer these reprints actually seem to turn up more often now than their originals, which I also believe sold less well than the earlier ones, no doubt everyone had had enough of war by December 45. Unfortunately the reprints don't have the foldout plans so the centres of the larger plans disappear into the binding – presumably by '79 the authors figured no one would actually use these drawings for modelling rather than as historic interest.

And the tenth volume? Sometime around 1942 the first volume was reconfigured – some of the histories were updated and all the drawings were revised to a standard closer to the mid-war editions. There's also less model ads reflecting priorities of the time. The early Consolidated Model 28 (not yet called the Catalina) disappeared from the revised volume while the B-18 Bolo became the Digby reflecting its service with RCAF (if like me you'd never heard of the B-18 it's basically a bomber version of the DC-3 / C-47 that was very, very severely beaten with the ugly-stick yet survives in remarkable numbers in museums compared to more famous aircraft).

Given the circumstances of their production, I feel these books have been unduly slighted in modern writings. If you can get hold of any of them at a reasonable price you will enjoy reading them and a full set will give you some 530-odd planes to consider.

Will Booth

1/12 YAMAHA YZR-M1 2010 BUILD

BY LEE GILBERT.

As some of you are aware, like Paul, I am a big Motogp fan and love the challenge involved in building one of these kits. Over the years, Tamiya have released some of the more well-known bikes, but if like me you want to build something a little different, then sometimes the only alternative is to go down the transkit route.

Now as many of us know, transkits are very much a catch 22 in terms of quality, and can be costly. However, in recent years there have been a few manufacturers that have sprung up and given us some real good quality kits for not a lot of money. One of these is Ks Workshop, who specialises in Motogp bikes, and which is also the subject of my build.

The subject I have chosen is Jorge Lorenzo's 2010 title winning Yamaha YZR-M1. Now unfortunately, I couldn't just buy the Tamiya 2009 M1 kit and replace the decals as there are some differences between the two bikes that go beyond the markings, so this meant purchasing the Ks workshop 2010 transkit to use alongside the 2009 Tamiya kit.

The transkit is beautifully moulded in good quality resin and includes the nose cone, side panels, seat unit and footpegs to enable you to build the 2010 bike. As well as the transkit, I also purchased Tamiya's excellent front fork set and Studio 27's carbon fibre decals.

I started by cleaning up the resin parts and removing any mould lines, which was done with Tamiya course and fine grade finishing paper. Once this was done, it was simply a matter of drilling a few mounting holes into the resin panels so they could be attached to the frame of the bike. After that, it was all about test fitting certain parts so they would line up correctly.

Ks has made things a little clearer with his transkits by highlighting his kit parts in green and Tamiya parts in red, so that the modeller can identify which parts to use throughout the build a little easier.

Unfortunately, the one thing the manufacturer can't help with is inexperience! Part of the build involves a bit of cutting to get bits to fit together. In this case, the step in question requires the modeller to use the bellypan of the 2009 bike with the resin panels for the 2010 bike, which as you've probably guessed are not the same shape! You have to cut the top edge of the bellypan so that it fits snuggly onto the lower edge of the side panels. Well, in my haste and over enthusiasm, I cut the top edge of the bellypan a little too much! Thanks to some much needed advice from Paul, I used some thin strips of plasticard to build the edge back up again. Now it's just a case of gently sanding it back until a smooth, seamless fit is achieved. After which, it's back to more gentle sanding and test fitting, and then hopefully some paint!

More to follow soon...

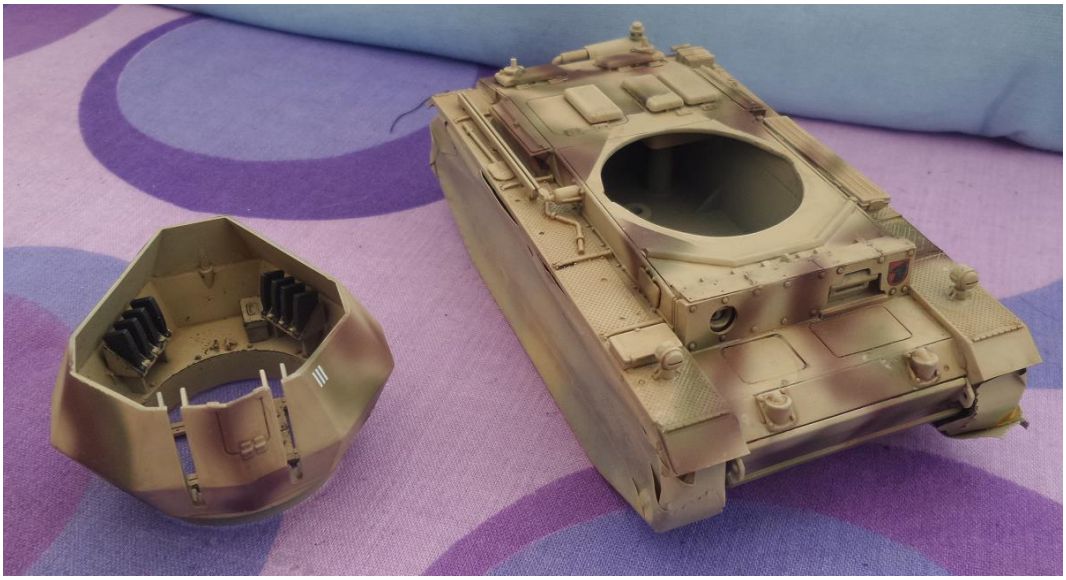
1/48 FLAKPANZER III – WIRBELWIND -PART 4

BY RUSSELL EDEN

With panzer is a nice shade of Desert Tan and the filters and panel lines done it was time for the camouflage.

As usual I was going to use Shinsemgumi Camo Decal – the wide two colour one this time. I cut the basic shapes out of the sheet and planned where to place them – with decal camo you have to be very aware of how the contours will affect the decal – the turret was fine but the rear deck was going to be a slight problem..

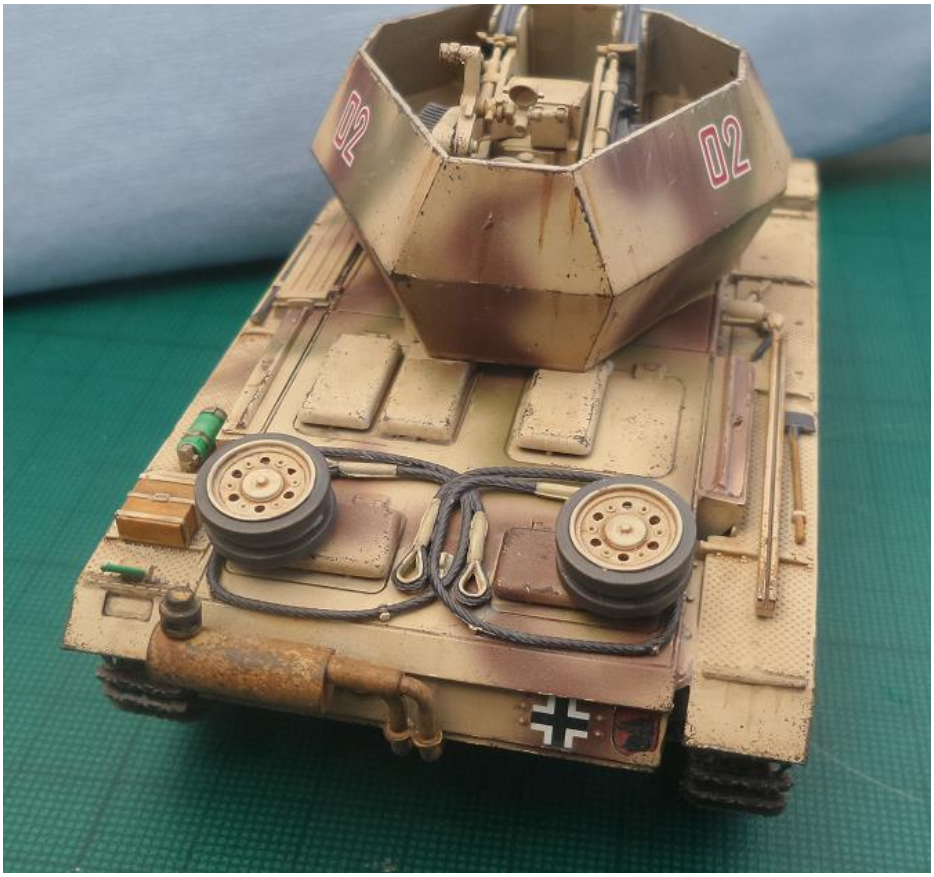
I left the turret in place and decaled the tank using copious amounts of Microsol and hairdryer. It took a few days for the decals to settle and over some parts they would need cutting to get them to conform. A couple split as they are very thin and will only take so much abuse. I was eventually happy with the result and added crosses, numbers, insignia and a couple of kill markings.

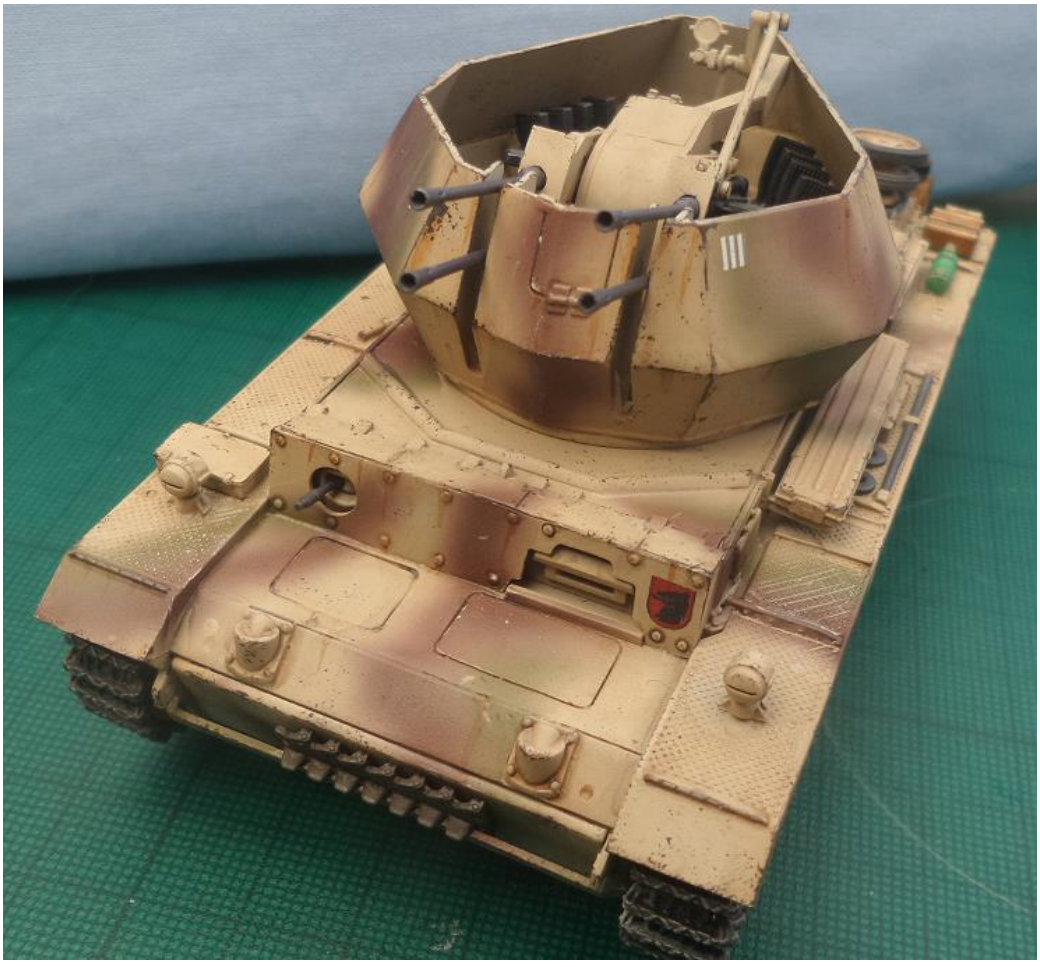


Once the decals were set I gave everything a coat of mat varnish.

Next job – chipping. I removed the masking tape from the tracks at this stage and everything was fine so I might do this again as no paint had worn off the tracks and wheels despite the amount of handling I gave the hull – sorted. Using Vallejo SS camo Black/Brown, a fine brush and a small piece of sponge I added some wear and tear and chipping. The tools were painted and the exhaust got some thin coats of rust pigments over the chipped surface.

Whilst chipping I added the spare road wheels, tools and tow cables onto the rear deck. Over the chipping I added a few rust streaks (GW chestnut ink mixed with Army painted soft tone ink) and rain streaks (MIG rain streaks) – not too many as I didn't want this to be too battered, just used, and maybe a bit abused…





Next month finishing – dust and mud, the base and hopefully some figures.

CLUB DIARY 2015

2015			
July 15th	Club Night: Tamiya Competition		
August 5th August 19th	Club Night Extra Club Night	August 9th	IPMS Avon Show (visit)
September 2nd September 16th	Club Night Extra Club Night - BoB Competition	September 13th September 19th	Build a Model in a Day IPMS Farnborough Show
October 7th October 21st	Club Night Extra Club Night	October 11th October 24th	Bovington Show (TBC) Yeovilton Autumn Show (TBC)
November 4th November 18th	Club Night Extra Annual Competition	November 7th / 8th November 19th	Scale ModelWorld 2015 Middle Wallop Show (TBC)
December 2nd December 16th	Club Night Extra Xmas Night		

Next Meeting: Wednesday July 15th (8pm to 10pm)

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Thank you to this month's contributors to this publication

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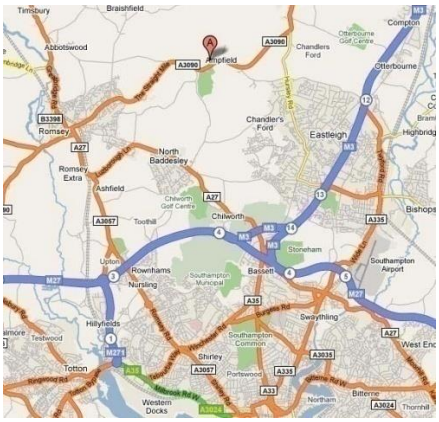

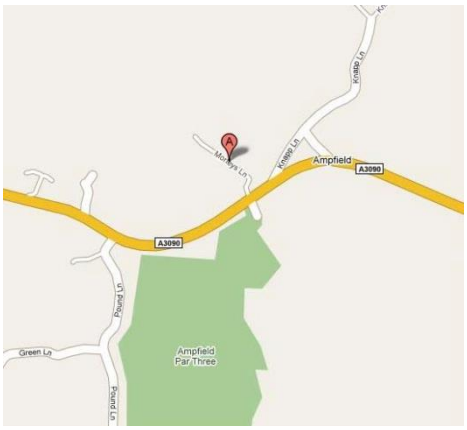

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