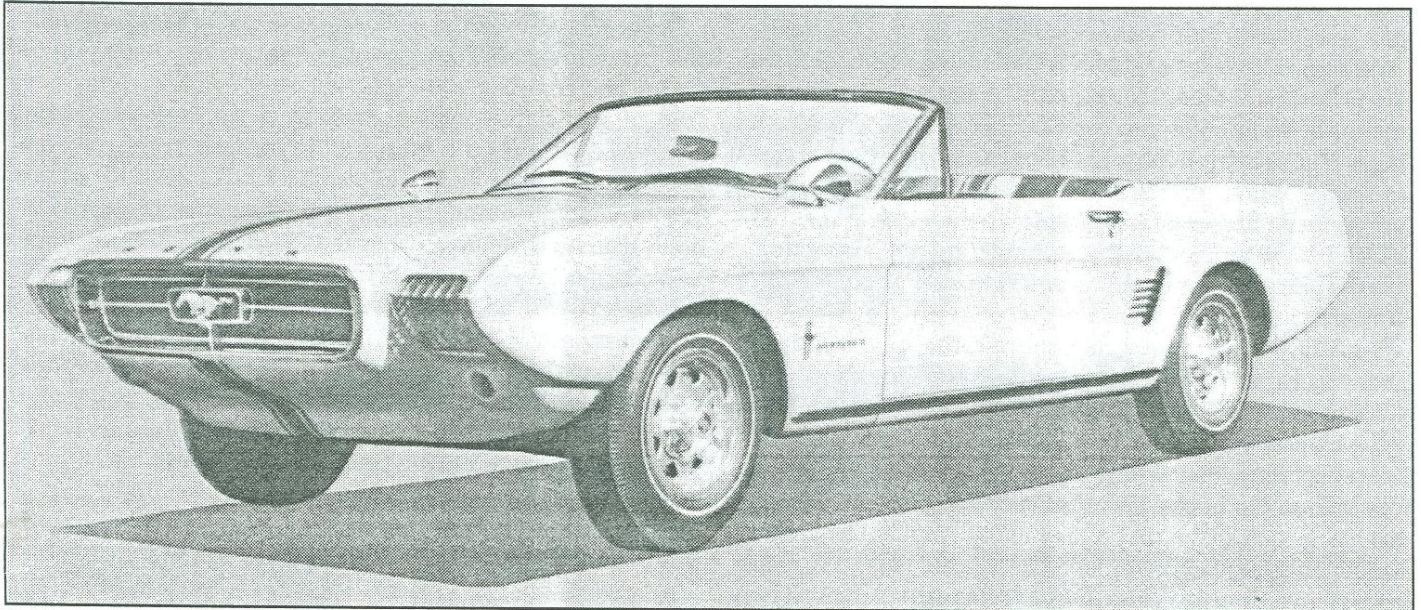


## Dreamy deuces: Mustang II and Cougar II



The sharp lines of the Ford Mustang II concept car, in a shot taken from a 1965 P.R. brochure. Note the 'finger-style' headlight covers.

**By Mike Burton**  
•Part 3 in a series•

The Ford Mustang II of 1963 was a real working prototype, and this car's lines were very evident in the production Mustangs which came only a little later. In fact, it's too bad that Ford never put this model out later, say about 1971, when the lil' Mustang really began to "fill out," as if she'd been hitting the feed bag a bit too often. I apologize if that was your year, but everything "hot" about the original pony seemed to have left by then, and it needed those 429-horsepower V-8s to shove it along!

A long time ago, I got a public relations sheet from Ford on this sweet car, and I was hoping to find an *IMC* (remember them?) "master's kit" to build up using it as a reference. Alas, it already was classed as a collector's piece. Others warned me later it was a dog.

Well, bow-WOW! that fine old American kit maker *Lindberg* has made my day with their late-1995 re-issue of the 1963 "II." Nearly everything about the molds tells you it didn't originate with *Lindberg* (my first clue: no rubber band ejector seats or build-it-yourself realistic noise motor). My meager model references indicate only *IMC* released this kit (another author wrote that *AMT* did it, but his kit list disagrees with his text). Well, either way, it's here.

1963 Ford Mustang II, by *Lindberg*, reissue:1995; original *IMC* kit: ca. 1965

This kit is made for detail modeling, with operating parts that include working doors and steering wheel. Comparing the kit parts to photos, the body and interior pieces are crisp, accurate renditions of the prototype, as are the most of the small parts.

The headlights are a large exception to this, but they won't be easy to change for the better. These are molded like decorative grills, but are supposed to be fingers over the lamp covers, and there should be five fingers instead of four per lamp as is included in the kit. I'll pass on that modification, thank you.

The kit wheels include the original slotted chrome type as well as "custom" mags, but the instructions fail to make it clear that the knock-off hubs belong on the original wheels to be accurate. The box illustrations correct this error.

The kit originally came "stock," and the mag wheels, racing-style steering wheel and fastback hardtop are all parts you get because a "customizing" kit version was molded later by *IMC*. The supplied short hard top is a factory prototype option from the real car. It looks nice on the model, but to me this Mustang is most sporty open-topped in the real colors,

**Continued on page 6**

*The Styrene Sheet* is a monthly publication of the Silicon Valley Chapter of the International Plastic Model Society (IPMS). Articles and comments should be submitted to Chris Bucholtz, Editor, P.O. Box 360793, Milpitas, CA 95036, or by E-mail at 207-3426@mcimail.com. Excerpts may be published only with the written permission of the editor.

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## EDITOR'S BRIEF

This is likely to be the first editor's brief ever written from Las Vegas. I'm at the airport now, waiting to go home from Network+Interop, a major trade show that focuses on computer networking. Let me tell you, folks, if you think the per capita geek count is high at the IPMS/USA Nationals, you should come to one of these computer conventions! And although there's a model contest coming up here on June 1, and I'm sure it'll be a good one, it's easy to see that modeling has a pretty low priority in Las Vegas.

Although I brought a portable modeling kit with me, I had very little time to break it out and use it. It's amazing how the amount of equipment you consider necessary increases the longer you're in the hobby. My kit included a variety of files, sandpaper, flush cutters, X-Acto knives and blades, paints and thinners, brushes, Q-Tips, small scissors, flexi-files, rod and strip styrene, telephone wire, modeling clay, superglue... plus the parts of the models I'm working on! Portable? I don't think so!

Actually, I have a very nice tool kit that my wonderful girlfriend gave me that makes "remote modeling" easy, but I had to carry a briefcase and my computer as well as a suitcase, so the kit was left behind. That kit helped me spend a terrific Sunday of modeling with some pals a few weeks ago, an approach to the hobby that I heartily recommend! The day was the second of its kind to be held at Angelo Deogracias' place. When other club members are around to lend support, advice and encouragement, Angelo's found, he can push past the distractions that keep him from finishing models. This Sunday, he was to paint his long-anticipated *Monogram Typhoon*, so Bill Ferrante and I went over with our models and

## THE PRESIDENT'S TWO CENTS

Well, the Stockton Tomcats helped advance the state of the art with their fine contest last month. Judges were given sheets for each category with instructions to mark them for the entrants' later examinations. When done, each judging team had a form turned in which identified the judges, the winning models, and notes for ALL the models in the category on what areas could be improved to gain a higher finish next time. The forms were put out for examination as the awards for each category were handed out. Everyone could then see how these models had been judged, who judged them and how the more closely-contested categories were decided. The emphasis was on the basics of modeling, and the teams were encouraged to write comments to explain what their critique was in detail. This method seemed to work well in getting across to new contestants and others just what judging criteria is used in our Region IX events. My hat's off to the Stockton team for launching this.

While on the subject of contests, my hope is that many of you are going to bring models for the President's "Ford" contest. It's real easy to qualify—build any model to enter, so long as it's black (primarily). I don't know of any kits of burned logs or lumps of coal, so use common sense when deciding on an entry. There is a method to this madness, too, for getting a seemingly easy monochromatic finish to come to life is no picnic. We have a lot of talented modelers in our

"helped" him. We had a great time—Bill and I worked on our own models (and got quite a bit done), and Angelo applied the paint to his plane, inching it closer to completion. It wasn't a session of silent, intense modeling—we watched "Virtuosity" and "Apollo 13," made fun of hockey, basketball and fishing shows, ate chips, drank beer and soda and actually broke some of Angelo's furniture—but we all got a lot done.

There's a place for introspective, solitary modeling, but when you're airbrushing or doing some of the basic assembly and gap-filling on a kit, a crowd can really help keep you on the job and enjoying yourself.

So, if you find yourself stuck in a rut, suffering from "Advanced Modelers' Syndrome" or trying to trying to work through some frustration, call some friends over and make a day of your dilemma! The saying "the more the merrier" holds true for modeling just as it does for our club meetings.

That's also the case at our Friday modeling clinics. For those who don't know, we hold these on the first and fourth Fridays of each month at the Reid-Hillview Airport terminal, and anyone is welcome. I don't get to many of these, since most Friday nights I spend either with my girlfriend, at the club meeting or working on the newsletter, but the times I have attended I've made terrific progress on kits and had a great time doing what some consider to be the drudgery part of building. Give it a try—modeling in the company of friends makes an enjoyable hobby even more fun.

A late-breaking news item: Regional Coordinator Dennis Bruno has informed me that the Humbolt Bay chapter has said it would like to hold a contest later this year! Stay tuned to your newsletter, road warriors!

midst, so a good deal of informative entertainment could come from our August '96 special club event—but only if YOU participate as an entrant, judge or interested member of the audience. For an incentive, gift certificates for use at D&J Hobby and HobbyTown USA in Milpitas will be awarded for this event.

I'll close this month's column with the wish that our tables of models continue to grow in variety and numbers as they have, possibly inspiring some more new contributors to our Styrene Sheet.

Build on!

—Mike Burton, President

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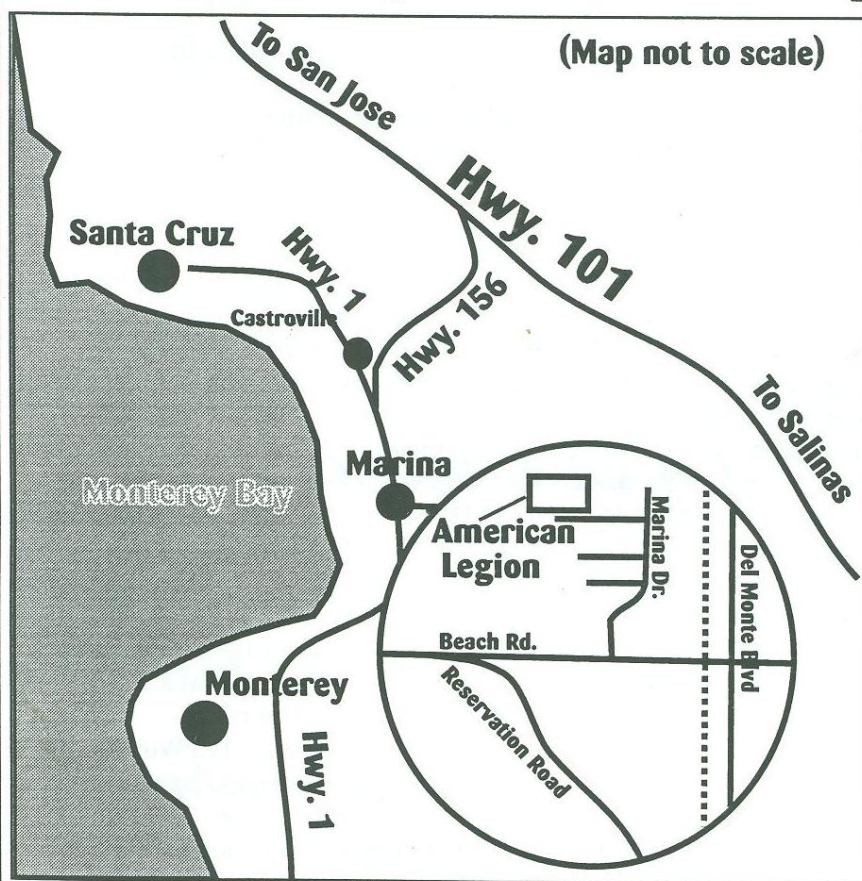
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# Putting your model to sea, the admiral's way

By Bert McDowell

☞ This is a plan-ahead project; you must make the base before you paint the model. First select a piece of wood of an appropriate size and thickness that will not warp when wet. Outline the hull or pontoon on the base and drill two or three holes through the base within the outline. Now, your base is ready for the "water."

The stuff I use is called vinyl spackling compound. The brand is DAP, but others are just as good. For tools, you will need a spreader, and the size of this trowel is usually determined by the size of the base. Also, get a couple of cheap nylon brushes (about 1/2" to 2") and a bottle to spritz water with.

Spray a mist of water over the entire base, then spread a thin layer of spackling compound over the base except for the outline of the model. Put in a thinner layer if you're seating a pontoon aircraft, or none at all if you're placing a waterline ship within the outline. Place the model within the outline after clearing the holes in the base and gently press the model into the spackle. Smooth out the ripples caused by the model's entry into the spackle if the model is to be anchored. If the model is to be depicted moving, then build up a swell of putty at the front or bow and use the end of the brush to create turbulence in the water. You may also make light swells in the water using a wide brush, but remember to keep brushing in the same direction, as the wind is usually consistent. After a few minutes of therapeutic wave-making, check to see that the "water" is generally level, then leave it to harden. The

spackle will harden a bit smoother than while still wet, so if you want a heavier sea condition, you will have to go back every few minutes and disturb the waves until they set firm. The nice thing about this stuff is that if you don't like the way it sets, you can go back and spray a bit of water over it, add a thin layer of spackling compound and start working it again. The added stuff will weld to a dried layer.

When it finally sets the way you like it, remove the model. Apply some water around the base of the model and through the holes you drilled back at the beginning to soften up the spackle. When lifting the model out, some spackle will start to come with it. Hold the loosened putty in place with a spatula as you lift. Remember—the spackle can be replaced and will weld to the other layers. Once the base has dried, clean the model and its place in the base to get a close fit. Set the base aside for a few days to dry completely. Painting the base before it's dry will ruin your paint job later with cracks and "alligator skin."

Cover the opening in the base with tape to keep the paint out (it would make the hole for the model a bit smaller) and spray away, using gloss paints. When the colors look right to you, let them dry well, then add some final coats of clear gloss to add depth to the water. For whitecaps and the froth of the wake, spray a subtle amount of flat white. When completely dry, place the model in the slot and you have the project finished. If your model will travel around a lot, you might consider gluing the model in place.

## A look at Yellowhammer Models' decal line

By Chris Bucholtz

Two issues ago, we mentioned *Yellowhammer Models*, a small decal company in Alabama. At our February contest, we gave away a set of this company's 1:48 sheets—but before we did, we took a good long look at them, of course!

In case you're wondering about *Yellowhammer Models*, its owner, Hal Tippins, said he's made very few inroads into the western U.S. He told me that his company started after he'd done a mountain of research on Blue Angels F-4 *Phantom IIs*. He was fed up with incorrect decals, painting instructions that made no sense, and yellow decals that were translucent to the point of absurdity! He submitted his information to all the major aftermarket companies and was essentially given the brush off.

One night, according to Hal, after too many beers, he decided that, what the hell, he'd do it himself!

So, Hal's line now includes the following, all in 1:48:

Y48-01: F-4J "Blue Angels" 1969—decals for any one of seven planes from that season, with corrected painting information (Hal interviewed the people who painted the real planes). Significantly, the yellow decals are completely opaque.

Y48-02: VF-2 and VF-31 F-14D *Tomcats*—featuring 1994 markings (VF-2's skull & stripes, VF-31's Felix the Cat), plus stenciling and specifications for variations from standard painting.

Y48-03: VA-75 and VA-34 A-6E TRAM *Intruders*—The 1995

markings for the final two east coast squadrons, with the colorful VA-75 markings.

Y48-04: VT-83 TBM-3 *Avengers* with nose art—Two glossy sea blue aircraft with nose art (rare for WWII Navy birds) and one three tone *Avenger*—just in time for the *Accurate Miniatures* kit.

Y48-05 VT-8 Midway Survivor/VC-8 TBM-1 *Avengers*—The sole survivor of the Torpedo 8 Detachment to Midway, both in delivery and combat markings, and a colorful VC-8 aircraft from the squadron's carrier qualifications.

Y48-06 VF-15 F6F-3 "The Minsi" (McC Campbell) and VF-31 F6F-5 (Hawkins) *Hellcats*—McC Campbell's second *Hellcat* (in three-tone camouflage) and a U.S.S. *Cabot* glossy sea blue bird are included, as is complete stencil data for both aircraft.

Y48-07 N1K1-Ja and N1K2-J *Hellcat* killers—three Georges, including a *Shiden* from the 341st Air Group, Lt. Kanno's from the 343rd Air Group and the all-yellow number six prototype *Shidenkai*. The sheet features complete Japanese stencil data.

Y48-08 (Due in 1996) Pearl Harbor Strike Leaders—LCDR Takahashi's Val from Shokaku and LCDR Itaya's Zero from Akagi with complete Japanese data stenciling.

Y48-09 (Due in 1996) *Historic Panthers*—Ted Williams' F9F-5 and markings for the 1953 Blue Angels, including markings for the unknown Blue Angel Number Five.

The editor has the flyer with price and information on these decal sheets—give him a call if you'd like one of Hal's flyers.

# **HobbyTownUSA**

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Awards: 4 p.m.—4:30

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and Sunday 10 a.m.—6 p.m.**

# Cougar II— a dreamy car that could have been

Continued from Page 1

with the striping as it appears in the factory PR shots.

Not your usual car model, but in my book this old horse deserves a second look.

## References for the Mustang II

Box art photos, instructions for IMC/Lindberg kit 72619 Ford Concept Car '63 Mustang II

Mustang II Public Relations release sheet, Ford Product Planning and Design Staff, 1968 (Sepia 1/2 tone on glossy paper)

Two photographs are included: a view of an open-topped Mustang II, taken from the nose in 3/4 view of the driver's side and a half-view of a hard-topped Mustang II. In between these two shots is a photo taken over the seats of the dash, fascia, wheel and some door and center console details. On the back is a blurb that outlines the car is a fully-operable steel prototype that led to the 1965 production car. The detachable hardtop is described as something intended as a refinement of the original two-seat Thunderbird roof. Some basic dimensions are given, along with PR credits at the bottom.

*Mustang: The AffORDable Sportscar*, Copyright 1994 by John A. Gunnell. Krause Publications, USA. \$17

Page 26 (black and white) and the cover (color) have identical shots of a Mustang I, a Mustang II, a 1964 1/2 and an early Shelby for examination. Page 41 has a little history and page 42 has another photo which is similar to the best one of two from the Ford PR sheet on the car. There is an appendix also which lists very sparingly the mass market kits (including IMC issues) of all Mustangs as of the date of publication. Really a very good enthusiasts book for the money, and a way

to get some data for doing the kit.

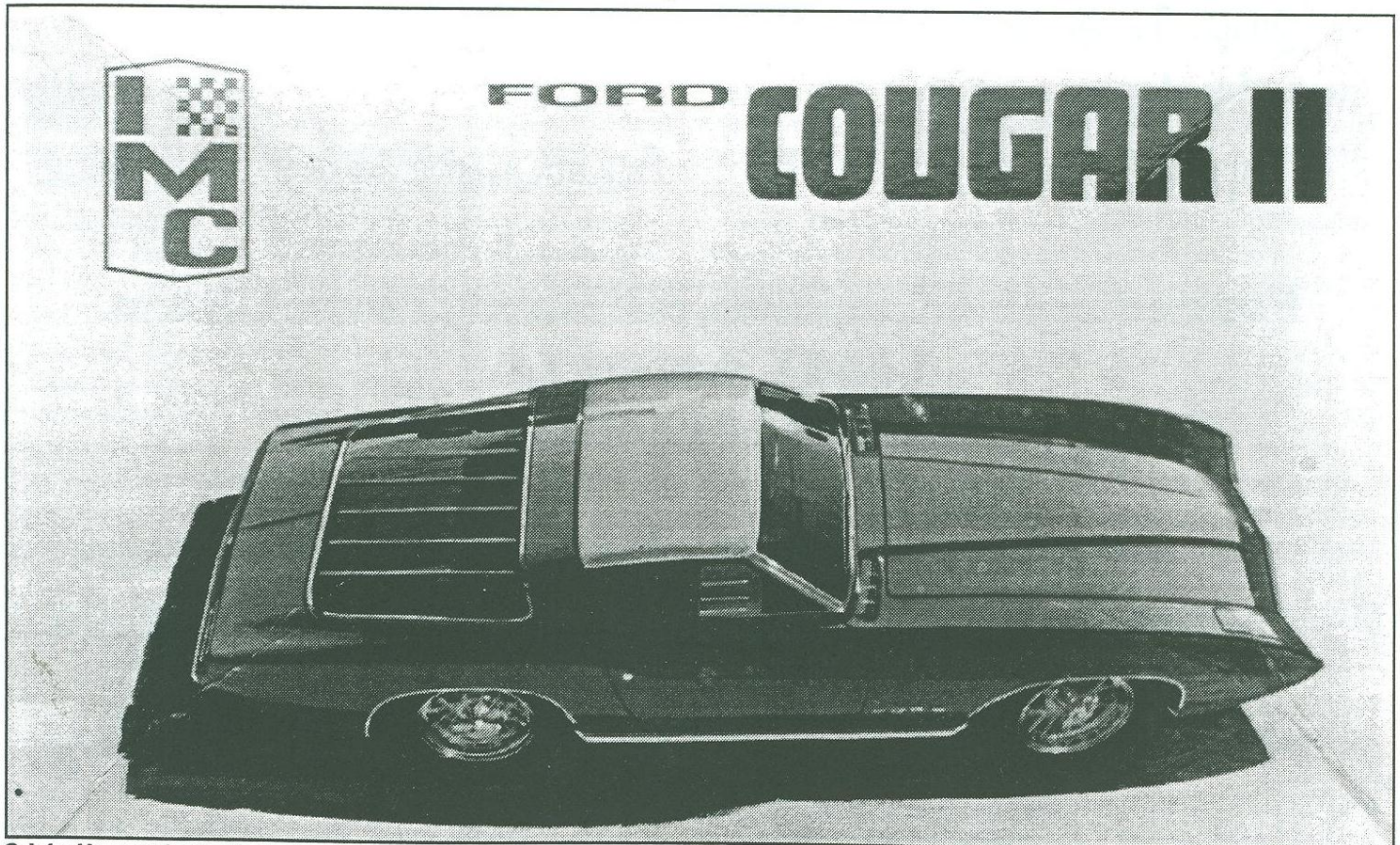
1964 Ford Cougar II "Way Out GT Dream Car," by *Industro Motive Corp (IMC)*, ca. 1967

The IMC guys put out some of the first DML kits. I'm kidding, but if you have ever built one you know what kind of fit they gave you.

The Cougar II is not currently available, but I include it here because I know that some are out there unbuilt, and it's also a futile spell cast upon the *Lindberg* house in hopes they see fit to reissue this kit. They reissued the Mustang II and the "Little Red Wagon," so it seems a good bet they're holding a Cougar II mold hostage back there.

The kit really is quite sweet. A racing-style chassis is the first step in construction, with fine (for their time) detailed operable front and rear axle assemblies. You even get working tie rod-steerable front wheels that actually link to the steering column! This feature, along with the opening doors that have windows you can (possibly) raise and lower, aren't the greatest, but the sports car looks of this "dream car" aren't spoiled by the attempt.

The wire wheels by Rudge-Borrani need a little clean up, the pop-up headlights don't, and the adhesive chrome detail definitely should be swapped for today's Bare Metal foil. Still, this star of the 1964-65 New York Worlds Fair shines through. This was another working prototype, and it's really too bad that the American auto guys never put even a limited run of the Cougar II on the street. The original Corvette, the Thunderbird, and even AMC's great AMX would certainly feel at home next to this homegrown cat with foreign lines.



Original box art for the Industro Motive Company release of the Cougar II shows the rakish shape of this concept car.

# Detailing Minicraft's 1:48 P-47N 'Jug'

By Ben Pada

By now, most of you have probably read the kit reviews of the Minicraft P-47N in *Fine Scale Modeler* and *Military In Scale*. I would like to give my account of the kit, but bear in mind that I did not build my *Thunderbolt* out of the box. I added a detail set to the interior, detailed the engine, and repositioned the elevators. I also opened up the oil cooler doors and exhaust louvers and reworked the landing gear. So bear with me, and I'll tell you what I did and what problems I encountered along the way.

First up was the cockpit. I decided to replace the kit cockpit with a resin detail set from *Cutting Edge*, which you can get from Media Productions. This is a very nice interior set, with a lot of detail. I started work by painting the instrument panel *Model Master* black chrome trim and painting the interior *Gunze Sangyo* interior dark green.

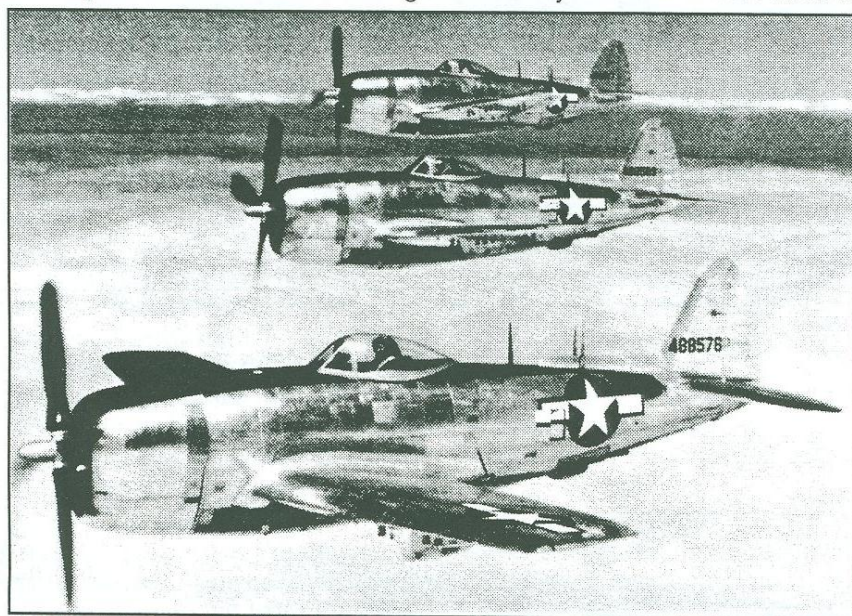
The instrument panel is very good, but I added to it by using instruments from a *Reheat Models* sheet to replace the existing instruments. If you should decide to do this, be careful not to drill all the way through the instrument panel, because you don't want to damage the detail on the back side of the panel. You will also need a punch and die set to remove the instruments from the *Reheat* sheet. When the dials were in place, I used 5-minute epoxy from Devcon to simulate glass lenses. I mix equal parts of epoxy and hardener with a thin rod. Mix the epoxy in small portions because it dries quickly.

I also added detail to the back side of the instrument panel by using .020 brass wire to simulate instrument lines. I painted the various details on the cockpit sidewalls as per the instructions. The seat was painted dark green and the seat belts khaki with aluminum buckles. I then used water colors to weather the interior, along with some *Alclad* to simulate wear marks.

With the cockpit done, the fuselage was next. I opened up the oil cooler shutter doors and air exhaust slits on the belly. Before joining the fuselage

halves, don't forget to test-fit the cockpit. I had to do a little trimming on mine.

With the cockpit installed, I glued the fuselage halves together, and the fit proved to be very good. The only problem with the fuselage are the drop tank sway braces, which are molded as two items you insert into the fuselage. They do not fit flush with the lower fuselage. I removed the sway braces and center pylon, which made sanding much easier, and eventually decided to leave them off.



A trio of factory-fresh P-47Ns. Note the clipped wings and large tail fillet, the distinguishing marks of the "N" model.

Before joining the wing halves, don't forget to open the holes in the lower wing. The kit gives you the choice of opened or closed gun bays. I glued mine in the closed position, and it required some sanding and filling. The leading edge insert also required sanding and filling.

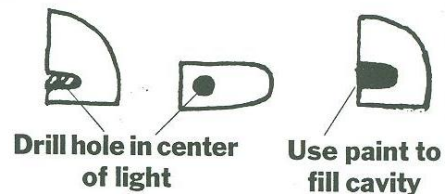
This is a good time to install the wingtip formation lights, because they don't fit very well. Before I glued the lights in place, I drilled a hole in them to simulate a light (see figure 1). I then used paint to fill

the holes, and glued them in place using super glue to fill the gaps. When the lights were securely in place, I sanded them to shape and polished it with Blue Magic polishing cream.

When fitting the wing to the fuselage, you will have a choice of an upper wing gap or a lower wing gap at the wing root. I opted for the lower wing gap and used

sheet styrene and super glue to fill it. I then rescribed all the panel

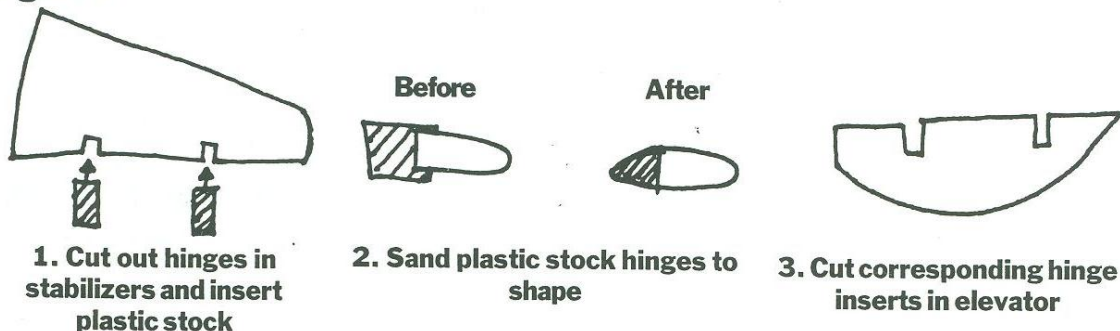
Figure 1



Drill hole in center of light

Use paint to fill cavity

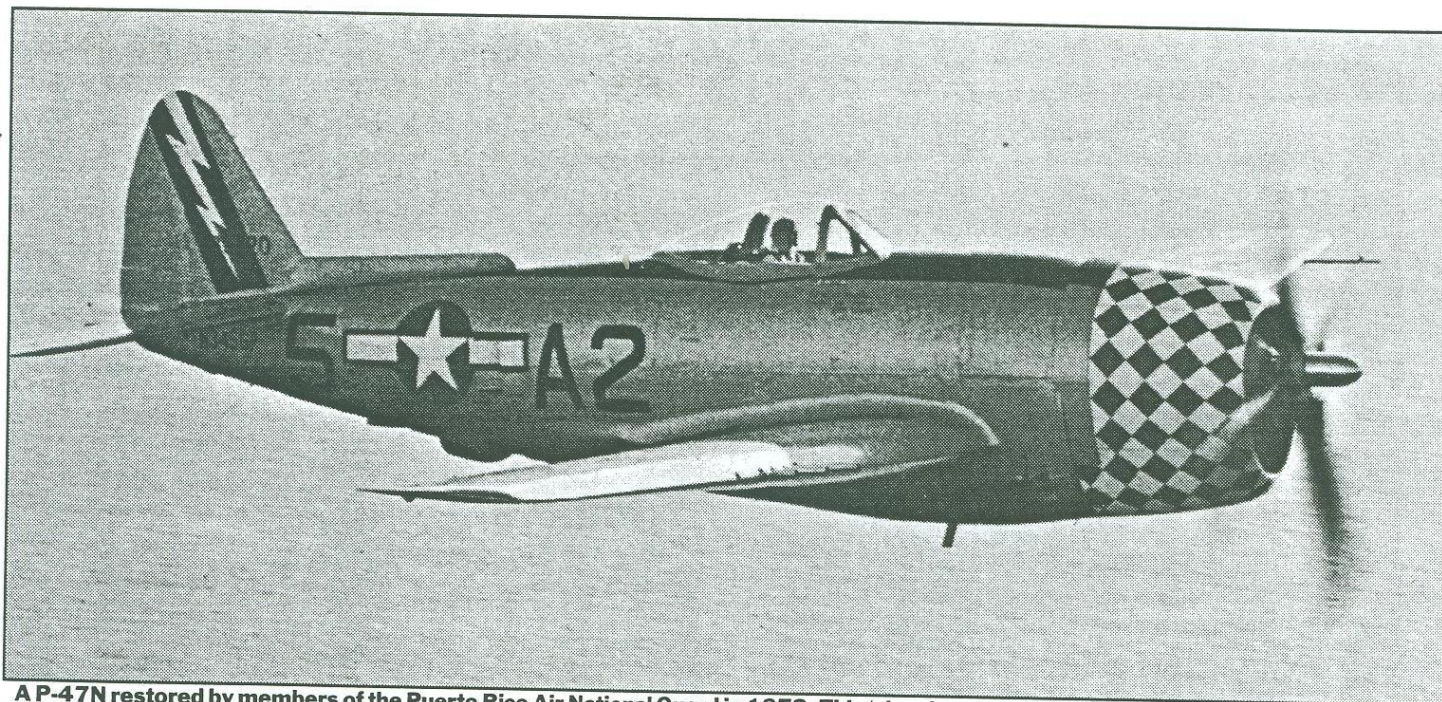
Figure 2



1. Cut out hinges in stabilizers and insert plastic stock

2. Sand plastic stock hinges to shape

3. Cut corresponding hinge inserts in elevator



**A P-47N restored by members of the Puerto Rico Air National Guard in 1973. This 'clean' example lacks the three radio aerials around the tail fillet common to 'N' models.**

lines lost to sanding.

When installing the wing pylons, I had to sand and trim them to get them to fit, and I still had a gap that needed to be filled. Check your references for the proper alignment of these pylons.

I decided to reposition the elevators, so I cut them free of the horizontal stabilizers and used plastic stock to make the hinges (see figure 2). Gluing the horizontal stabilizers to the fuselage required some sanding and filling.

At this point, I had all the major assemblies glued together and all the seams filled. I decided to remove all the raised

projects like this.) I painted the case engine gray and the cylinders *Model Master* exhaust, then gave the engine a wash using water colors and drybrushed the cylinders. Finally, I painted the engine harness black. Take your time if you should decide to detail the engine; if you do, you will be very happy with your results.

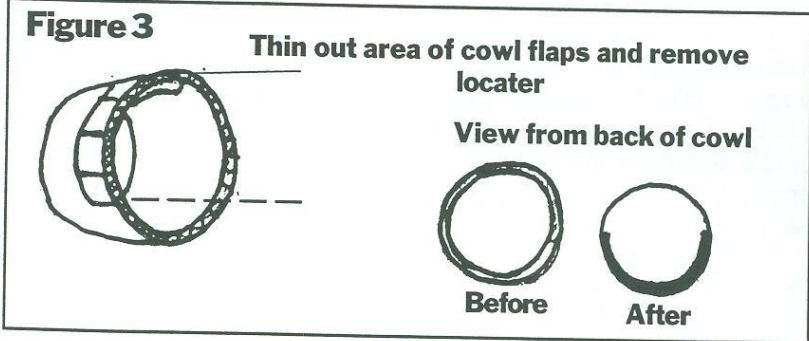
Before gluing the cowling halves together, I filled the injector pin marks on the inside. After joining the cowling halves, I carefully filled the seam on the inner surface. Remember, this is a big cowling, and the seam will show on the inner surface. I added the oil coolers to the intake splitter and painted them.

I thinned out the area of the cowl flaps and removed the locator at the top of the cowl (see figure 3). As for the propeller, all I had to do was fill in the sink marks, paint the hub steel, the blades black and the tips yellow, and add it to the engine.

Before painting the model, I again rescribed any detail lost to sanding, then sanded with fine sandpaper and polished the entire model with Blue Magic. I try to get the plastic to shine, or at least look the way it did before I started sanding on it, whenever I do a natural metal paint job. *SnJ* does not fill scratches, but

rather emphasizes them when the paint is applied.

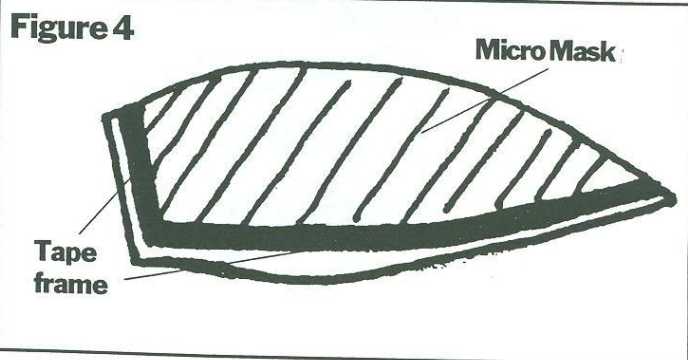
I used a Paasche H airbrush to apply the metal paints. I



panel lines, because they just didn't look right and weren't there on the real aircraft. This is one feature *Minicraft* should have left out.

I used a *Flex File* coarse Flex Pad #1500 to start and worked my way up to their fine #6000 and Blue Magic polish. Remember, bare metal finishes take only minutes to paint but hours to prep.

Next was the engine and cowling. The engine in the kit is good, but I added more detail. I started by adding the ignition harness, using styrene strip for the harness and .020 brass wire for the ignition leads. I also added cylinder interconnect drains between the cylinders. I used brass rod for the pushrod tubes. (Note: the September 1989 *Fine Scale Modeler* has an article on detailing radial engines that can be a great aid in





sprayed *SnJ* as a base color and used *Model Master* steel, stainless steel, magnesium and aluminum plate metallizers for the different panels. I used post-it notes to mask off and spray the different panels, a technique that really adds to the bare metal finish.

The aircraft is from the 333rd Fighter Squadron, 318th Fighter Group. To put the appropriate trim on the model, I first used olive drab for the anti-glare panels and then mixed my own yellow using various shades of *Gunze Sangyo* paints. This yellow was sprayed on the nose cowl, wingtips and parts of the horizontal and vertical stabilizers. For the black trim on the yellow bands, I used *SuperScale* decal stripes.

The windscreen and canopy were dipped in Future floor polish and, when dry, masked with strips of tape and Micro Mask. To mask my canopies, I take masking tape cut in thin strips and lay it around the frame. Then I fill in the center with Micro Mask. I've had good results with this technique (see figure 4).

If you install the canopy in the open position, you will have no problems, but if you mount it in the closed position you will have to make some adjustments.

The landing gear and gear doors were next. The left gear had a good snug fit, but the right was very loose. The gear doors have locators, and gluing them in place, followed by their actuators, is a little tricky.

The kit contains two sets of wheels that have the diamond tread pattern. To highlight the pattern, I used a razor to recut the patterns, then cleaned the wheels up with Scotch Brite. I then gave the wheels a coat of *Testors* liquid cement.

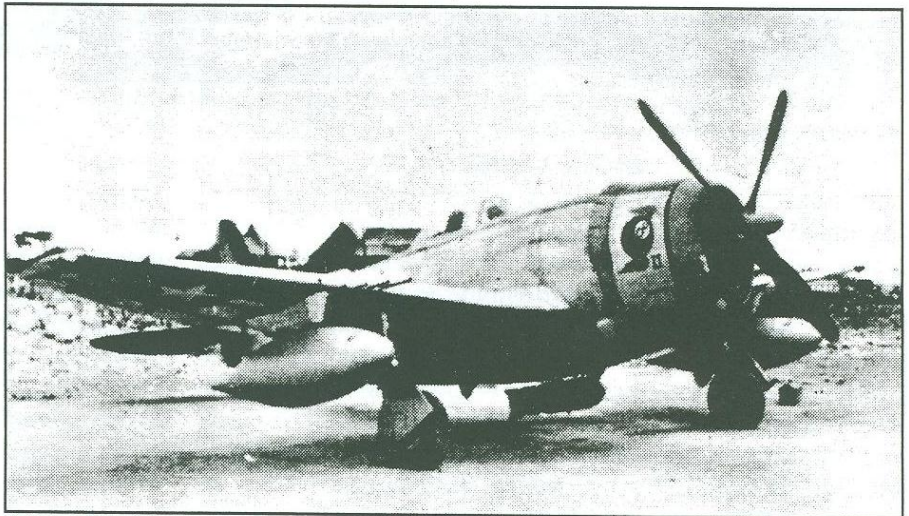
As for the gear struts, I detailed the torque links and added brake lines. The tail wheel support and doors are all one assembly which drops into place with no problems. The tail wheel can be added during final assembly. The gun barrels were painted exhaust and

installed.

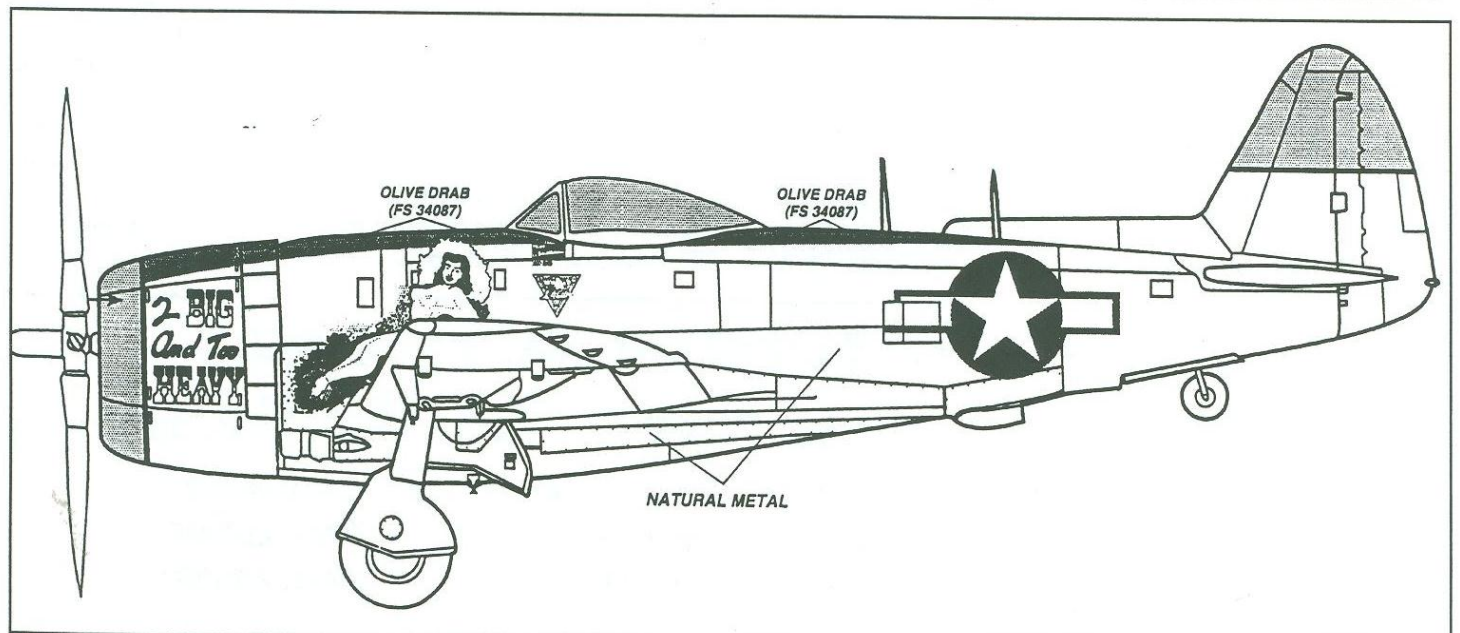
As for the markings, I decided on "2 Big and Too Heavy"/"Short Snorter," a P-47N-5-RE based at Ie Shima in 1945. Markings for this plane can be found on *SuperScale* sheet 48-490. When it comes to decals on natural metal finishes, nothing is more bothersome than the clear film surrounding the design, so before I apply the decals I trim as much of the clear film as I can. I used Micro Sol and Micro Set on the decals, and they snuggled down to the paint as they should. My only complaint with the decals is that the pin-up girls looked more like white ghosts. Don Barnes did some touch-up for me and did the nose art justice.

I gave the model a final coat of *Testors* metallizer sealer, and weathered it with pastels and water colors. I sprayed all the decals and trim-colored areas with *Gunze Sangyo* clear flat. The final steps were the installation of the engine and cowl and touching up the position lights.

After building the kit, I can honestly say it is a good model and has a lot of potential. It does not matter if you build it out of the box or add a lot of detail—it will look great in your display case either way.



'Flying 8 Ball II,' a squadronmate of '2 Big and Too Heavy.' Note tanks and bomb load



'2 Big and Too Heavy'/'Short Snorter,' the P-47N Ben chose to model. With some touch up of the nose art and careful painting, the *SuperScale* sheet is a good starting point for a fine replica. (Drawing courtesy *SuperScale*)

# Small St. Chamond is a 1:72 gem



A St. Chamond moves out of cover in a 1917 photo. At Soissons in 1918, St. Chamonds (along with French Schneiders) helped drive a wedge into German lines after a failed offensive on Paris, but suffered heavy casualties because of inadequate artillery support.

**By Rob Mackie**

The St. Chamond was first produced in 1917 by the St. Chamond Company. This model depicts the early production type featuring four cylindrical cupolas on a flat roof. Accordingly, this was known as the "dustbin" St. Chamond.

The first 165 tanks manufactured used the St. Chamond 75mm gun. Subsequent production utilized the famous French Model 1897 field gun, as well as incorporating wider tracks, a sloped roof and other improvements.

In addition to the main gun, the St. Chamond had four Hotchkiss 8mm machine guns, and was manned by crew of eight. Approximately 400 vehicles were produced in 1917 and 1918.

This 1:72 model was produced by J.M.G.T., a French resin caster known for its fine aircraft kits. This is the first of what Jean-Max hopes will be a series of 1:72 World War I armor kits. We can only hope. It is a superb kit, which I built out of the box. The body, tracks, suspension, and gun are flawless resin castings. The Hotchkiss guns are white metal, and various fittings, wire cutters and other small bits are photo-etched brass. The kit even includes decals, as well as bi-lingual

(French/English) instructions and a vacuformed display stand.

I finished the vehicle in a four-color paint scheme. The base color is *Floquil* primer gray. I used parafilm to mask the areas which were to remain gray, and sprayed the vehicle *Gunze Sangyo* medium green. I repeated the masking and spraying procedure in applying the other two colors, *Gunze Sangyo* red-brown and *Humbrol* dark yellow.

The final paint step involved removing the masking (which by now covered virtually the entire vehicle) and using a fine brush and thinned colors to repair color leakage.

I outlined each segment of the camouflage pattern with a Rapidograph 000 drafting pen. Lower hull areas were lightly dry brushed with dark earth, and *Pre-Size* Mud was sparingly applied to give my St. Chamond that "lived in" look.

I depicted the tank in action near Soissons in July 1918. The barbed wire on my base is simulated with tulle, the material used in wedding veils. After painting the tulle gun metal and washing it with rust-all, I cut individual strands and strung them haphazardly between wooden posts.

The kit is available directly from J.M.G.T., 71 Grande Rue 95760, Valmondois, France.

## **Reid-Hillview Airport Model Clinic and Buildfest**

***The first and fourth Friday of each month  
Build in the company of friends • Learn new  
techniques on the spot • Open to all comers!***

**Another fun part of Silicon Valley Scale Modelers**

# MARCH MINUTES

Our March meeting saw some new faces, some old friends from the past and plenty of great models on the table.

Our treasurer announced that, despite the executive board's best efforts to ransack the treasury, our February contest actually added \$57 to the club's coffers. We promise to do better next year.

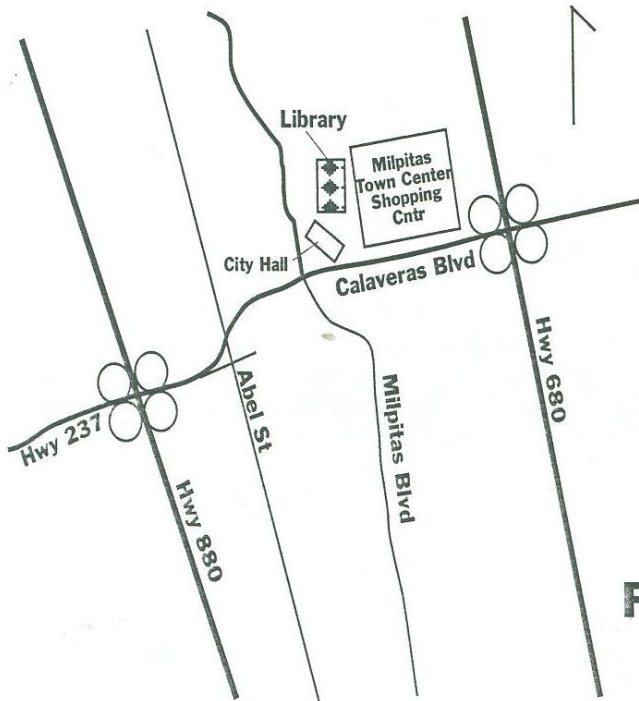
If you're in the mood for a contest, this spring and summer should provide you with ample opportunity to satisfy your desire for weekends spent in places like Fresno (April 14), Monterey (May 5) and Travis AFB (May 18). And don't forget our friends at HobbyTown USA (April 27)! For more information on these events, see the ads elsewhere in this issue.

Some other contests, of a more whimsical nature... The president's club contest this year is the Ford contest. When someone asked Henry Ford if customers buying a Model T had any choice of colors, old Hank said, "They may have any color they want, so long as it's black!" Thus, come August, bring your best BLACK-painted model for this special contest event! Also, in December, we'll again have a pizza party/model exchange, but we'll also have models for another club contest: World War II *Thunderbolts*! Bring your P-47s, Macchi Folgores and J2M3 Raidens to share with us!

As for model talk... Bert McDowell is working hard to finish the masters for *Tom's Modelworks'* long awaited 1:700 *Casablanca*-class escort carrier. Bert has the hull and deck (each one piece) cast in resin, and after much travail, it seems Bert's close to finally having the kit ready to go! Bert says our very own Tom Harrison is hoping to get the kit out for around \$50, a great price for a well-researched and well-engineered multi-media kit. Speaking of ships sailing the 1:700 seas, Jim Gordon's put *Pit Road's Cleveland*-class cruiser to sea, finishing the ship with *Polly S* paints. Tom Bush Jr. used *Model Master* paints on his *Lindberg Dodge Grand Caravan LE*. Laramie Wright says he's learning to build airplanes again, but apparently he's an honor student; his *Monogram Hi-Tech P-47* looks great, and he says the kit decals actually work! Also in the works from Laramie is a *Tauro Fiat 3000*. Chuck Maderos painted his 1:48 Bristol Boxkite with *Humbrol* linen, an experiment that worked, he said. Mack McKinstry took the old 1:72 *Hawk* kit of the F4D *Skyray* and scratchbuilt a cockpit for the bat-winged fighter. Ben Pada strayed from his usual *Gunze Sangyo* allegiance to finish his *Minicraft P-47N*; he used *Snj* and *Model Master* paints to add shine and colorful trim to his Jug. Ben used more characteristic paints for his *Hasegawa Macchi* and his *Tamiya P-51D*. Dave Balderrama displayed a collection of his "greatest hits:" the *Testors* alien with politically incorrect hand tool that won "Most Tasteless" at the SVSM contest, his *Macross Stealth plane/robot*, and his Aichi D3A "Val" in 1:144 that won its category at last year's nationals. Kelly Avery tackled the *Lindberg F4D* (what's with all these guys building bad *Skyray* kits?) and made a lot of changes to the, er, lackluster original kit. He's also repainted his F8F *Bearcat* in Blue Angels markings, and *Monogram* should be happy to hear that he's built both their TBD *Devastator* and P-51D. Rich Johnson applied his talents to *Skywave's* 1:700 Japanese submarine chaser. Ralph Patino's up to his old tricks: his earth mover, he says, was built from everything except the kitchen sink, although should Ralph

modify a kitchen sink into a piece of construction equipment it won't be surprising. Peter Wong showed two dramatically different projects: a Fiat Toppolino and an AMT T-72 tank! Peter painted the tank with Dutchboy Tiffany Green paint shot through his airbrush! Jack Van Zandt is building *Esci's* 1:16 F-16 cockpit to show Milt Poulos that he can build cockpits—and he invited Ralph Patino to finish the rest of the plane! Rick Yakegawa showed off his Stug IV and a Stug IV's worst nightmare—a collection of T-34s! Mark Hernandez' latest addition to his "too late for the Luftwaffe" collection is a kitbashed Me 262. Jeff Hargis is working on the *Fujimi F7U Cutlass*, a prize he took home from our December model exchange! Eric McClure's finished M163 Vulcan was a winner at our February contest. Eric added a vacuformed rotating beacon to the *Italeri* kit. Shane Johnson's 1:24 garage (which probably closely resembles a shelf) is now occupied by *Monogram's* 1:24 Corvette, and a red one at that. Richard Drega built a diorama from scratch to provide a home for his nicely-finished figure of Dracula. Rich Pedro's Crow figure is complete, and his new projects include an extremely limited-run bust of Darkness from the movie "Legend" and the Father's Day version of Darth Vader, sans helmet. Rich is building the Dark Lord of the Sith for a review in the *IPMS Quarterly*. Randy Rothhaar showed his first award-winner, an F-102 *Delta Dagger*. Randy's still at work on his HH-3 *Pelican* conversion, and he's added *Revell's* recon nose to *Tamiya's* 1:32 F-4 *Phantom II*. Milt Poulos is also working on large scale aircraft, working up some detailed seats for a *Tamiya* F-4 of his own and detailing the landing gear of his F/A-18 *Hornet* in 1:32 scale. Bill Shipley is undertaking a truly unique conversion: he's taking the *Testors "Gray"* alien and converting it to a larger-than-life model of Jiminy Cricket! Kent McClure brought his finished Panther/Can Am racing tank, and two other more conventional racers—a Aston Martin DBR4 and a Ferrari Testarossa, both in 1:43. Kent also displayed an SR-71 he built and masked and his 6-year-old son painted! Cliff Kranz' 1956 *Revell 2 1/2* ton stake truck was the last of the 1:48 *Revell* vehicles he had to build in the series. (Thanks go to acting secretary Angelo Deogracias for these minutes!)

**A friend of Stan Muniz (and a fellow modeler) is laid up in a VA Hospital back east and could some models to help with his rehabilitation! Please bring any models you'd like to part with (especially simple models) to the April meeting! We'll make sure they find an appreciative home!**



Next meeting:  
**7:30 p.m.,**  
**Friday,**  
**April 19**

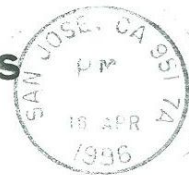
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