

# SAN JOSE SCALE MODELERS

P.O. Box 1052  
Cupertino, CA 95015



IPMS-San Jose

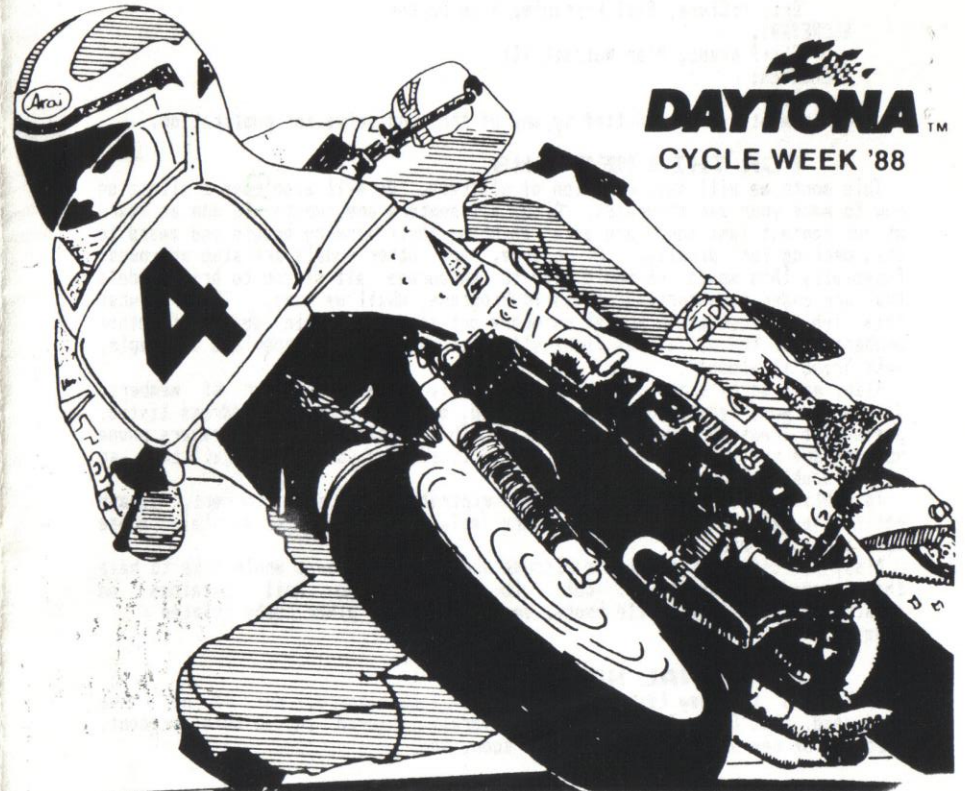
MARCH 1988

Next Meeting: March 18, 1988; Friday

Meeting Time: 7:30 PM - Gab, Shop,  
8:00 PM -Business  
9:00 PM -Entertainment?

Location: Mercury Savings Meeting Room  
19376 Stevens Creek Blvd. Cupertino

**DAYTONA**<sup>TM</sup>  
CYCLE WEEK '88



San Jose Scale Modelers  
P.O. Box 1052  
Cupertino, CA 95015



FIRST CLASS MAIL

DAN BUNTON  
910 NIDO DRIVE  
CAMPBELL CA 12345

IMPORTANT: Check the Year/Month code following "your name \*\*" for the month your dues expire after. Renewal \$10.

## LEAP MONTH MINUTES

The business portion proceeded neatly and fairly quickly, so here is what transpired. Don Brown thought we needed to have more "how-to" clinics. Don is a new member (too bad he was not here last year!), so he was given the usual new member welcome; he was made clinic coordinator. Actually, he volunteered willingly (now you KNOW he is a new member!). That is what is nice about having a new supply of suckers, er, new members.

I guess we did not have enough new members, for we could not get anyone to volunteer to be video librarian, but the club did break loose with \$50 to buy video tapes. Several members may have access to bargain case deals, just what we need.

Several members desire the hard plastic badges that Tom Harrison made. Tom brought the materials, but no one volunteered to perform the labor. I have the list of people wanting badges, but I do not know who picked up the materials. Please let me know who you are.

The TV program "Adventures In Scale Modeling" is still not showing in the area, but from Cliff Kranz, the show is on the Rhonert Park (Santa Rosa) station and he says were not missing much. Editing and sound quality are poor. Very disappointing!

Joel Thomas spoke again about the gaming convention (Flyer Enclosed). The model part has been changed from a contest to a display. Several members are already planning to participate. Contact the flyer or Joel Thomas for details.

Nominations were opened for a new crop of officers with the following hearty individuals getting the nod:

**PRESIDENT;**

Dave Hansen, Ron VanDerGrift, Barry Bauer

**VICE-PRESIDENT;**

Eric McClure, Bill Ferrante, Mike Burton

**SECRETARY;**

Cliff Kranz, Alan Wolcott (I)

**TREASURER;**

Rex Barden (I)

No comments were submitted by any of the candidates for publication.

## FOR THIS MEETING

This month we will have election of officers. We will also have a clinic on how to make your own showcases. Also, all members and guests who won an award at our contest last month are asked to bring their winning models and award to this meeting for display. Of course, any other models are also welcomed. Especially this month, we would like to encourage all of you to bring models that are under construction, Ideas-In-Progress, shall we say. That is what this club is most about so let us share our ideas (and gain ideas) with other members. Get the ol' juices flowing!! Nothing is too incomplete or simple, just bring it along!

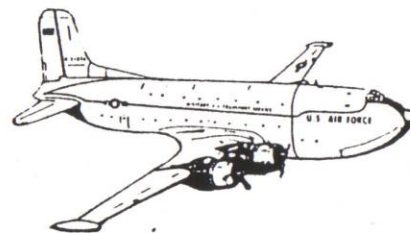
Also, next month's news letter will probably contain a roster of members. If you **DO** want your phone number listed, or **DON'T** want your address listed, please let Treasurer Rex Barden know at THIS meeting. Many members phone numbers are not listed, as you may have noticed when you went to call them, so please double check this.

To continue this, if your address, or expiration date is incorrect, please notify the TREASURER, not the secretary (me), as the Treasurer maintains whose dues are paid, etc.

Also, at this meeting, let's discuss whether the members would like to have their names/addresses given out to firms who mail catalogs on aviation/military/automobile books, small tools, and other hobby related items?

## NATIONAL NOTES

Dick Cole is the new Editor for IPMS/USA. I have heard, but do not have confirmed, that Dave Chevalier was severely injured in an auto accident. Election of new officers is coming up soon, too.



# IPMS Travis

*proudly announces their*

## 1988 Chapter Model Contest

on

*Saturday, March 19, 1988*

at the

## Travis Air Force Museum

**Special Contest Theme and Award:** U.S. Air Force Aircraft and Vehicles. Any aircraft or vehicle which has served with the USAF.

**Entry Fees:** Seniors - \$1.00 per person for registration & \$1.00 per model.  
Juniors - \$ .75 per person for registration & \$ .50 per model.

**Schedule:** 10.00 AM Registration Opens 1.00PM Registration Closes.  
1.00 PM Judging Begins  
3.00 PM Awards Presentation.

**Awards:** 8 x 10 wood plaque for Special Awards  
5 x 7 wood plaque for 1st place  
Ribbons for 2nd & 3rd. All Juniors will receive a participation ribbon.

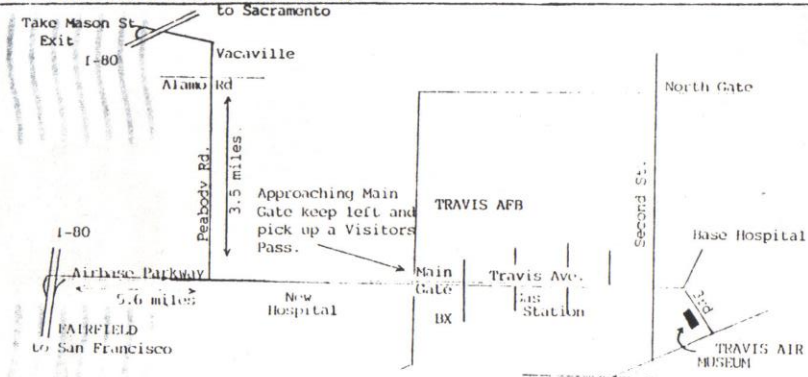
**Contest Rules:** Standard IPMS - USA Rules apply. Models which have placed in the Nationals may not be entered in this contest. Also models which have won 1st place in Region 9 competition may not enter. Judging will follow IPMS - USA standards (i.e. "Basic Construction Concepts On Model Building")

**Display/Entrance:** Videos on the B4, B5, B6 & B7 Nationals and WWII films will be shown - Free. All Travis AFB Museum Aircraft will be open & on display for modelers to photograph.

**Vendors Tables:** Will be available for a \$15.00 donation.

**Door Prizes:** Drawings will be held throughout the day.

FOR FURTHER INFORMATION CONTACT TOM KANGAS (CONTEST DIRECTOR) AT 448-0114 OR CAPT DAVE MASON (IPMS TRAVIS PRESIDENT) AT 446-7991.



## COMING ATTRACTIONS

**CONTESTS:** March 19, IPMS/Travis, Fairfield  
 April 17, IPMS/Central Valley, Fresno  
 May ? , IPMS/Dam Busters, Redding  
 June 5 , IPMS/Silver Wings, Sacramento  
 July/Aug., IPMS/Nationals, Dayton, Ohio

**DISPLAYS:** October 2, Model Car Show, in Conjunction with Modesto Concours D'Elegance. All model cars welcome, special theme: Lincoln Continentals. Contact Vince Nemanic 209/522-4729 or Bobby Duvalt, 209/577-4769 or write P.O. Box 2327, Modesto, CA 95351

### AIR SHOW TEAMS:

**Blue Angels** - 4/16; NAS China Lake, 4/17; NAS Lemoore, 4/23-24; MCAS El Toro, 8/20-21; NAS Miramar, 10/8-9; NAS Point Mugu  
**Thunderbirds** - 5/18; Rancho Murietta, 5/20-21; San Diego, 6/18; Mather AFB, 7/2; Redding, CA, 7/3-4; Moffet NAS, 8/10; Beale AFB, 9/17; Reno (Air Races), 9/18; Vandenburg AFB, 10/29; Salinas, 10/30; George AFB, 11/12; Bakersfield

**AVIATION:** May 13-22; San Diego - Air/Space America 88. 1st International Aerospace Trade Exposition. Brown Field. Contact: Dub Allen 619/294-8808

May 20-22; Hayward - 24th Annual Hayward-Bakersfield-Las Vegas Air Race. Contact: Lou Chianese, 415/581-2345

May 27-29; Watsonville - West Coast Antique Fly-in and Airshow

**AUTO RACING:** Sears Point International Raceway - 707/938-8448

April 10; Spring Funny Car Shootout  
 April 22-24; 7-Up Nascar Winston West  
 May 14-15; 2nd Annual Sonoma Classic (Vintage)  
 May 27-29; L-M SCCA Trans-Am

June 4-5; CSRG Vintage Car Races  
 June 25-26; NHRA Winston Drag Races  
 July 1-3; Shelby American Convention  
 July 29-31; NHRA Motocraft-Ford California Nationals  
 Aug. 12-14; 13th Annual L-M California GP/IMSA Camel GT  
 Sept. 16-18; Super Chevy Sunday Weekend  
 Sept. 23-25; General Tire SCCA Championship  
 Oct. 8-9; CSRG Vintage Car Races

**Palo Alto Concours D'Elegance;** June 26

**Laguna Seca Raceway -**

April 10th weekend; FIA Motorcycle Races

NO IMSA Race this year.

Others to follow later.

## COMMENTS ON MODEL SELLERS

Thought I would get on my soapbox one more time, as it might be (if I am lucky) my last chance as editor. Actually, I needed to fill a blank space at the bottom and did not have a cartoon to fit. I overheard, or was given, some negative comments on sellers at both our last meeting and our contest.

"So & So wanted an outrageous amount for a Frog--- kit!" Most of these comments came from model builders. "Well, who else was there?" Collectors, sir, collectors. They will pay good money for common or poor quality kits that are in rare or unique packaging, with completeness and condition, as added factors. The fact that you may want the plastic parts just to build doesn't decrease the collector value. But these sellers have to recognize their market, our meetings and contests are 98% builders, and a seller can not expect to get collector's prices too often at these meets. If he does, then he does not know his market! But don't think he is gouging you, for often he may have invested \$20-25 in a \$35 kit, hoping to find that one buyer. It is simple principle, if it is not worth it to you, don't buy it or make an offer. If it is, buy it. They spend their time, travel & money on speculation, which gives you the choice to buy or not. You have no choice if they did not come.

**Tyrrell 005/006**

**TEAM MANAGER** KEN TIRRELL  
**DRIVERS** JACKIE STEWART, FRANCIS COVERT  
**DESIGNER** DEREK GARNER

**CHASSIS LAYOUT** FULL MONOCOQUE WITH ENGINE AS STRESSED MEMBER.  
 NOTE: W/S CAR LOCATED FRONT D.U.C. - BRAKE.

**ENGINE** FLYING D.F.V. V-8  
**GEARBOX** HENLAND FG 4CC  
**CAP** APPEARED AT H.C. SEASON AND HAS TO BE CONSIDERED AS FORE-RUNNER OF THE '75 CAR

**LAURENCE** 72

**McLaren M19C**

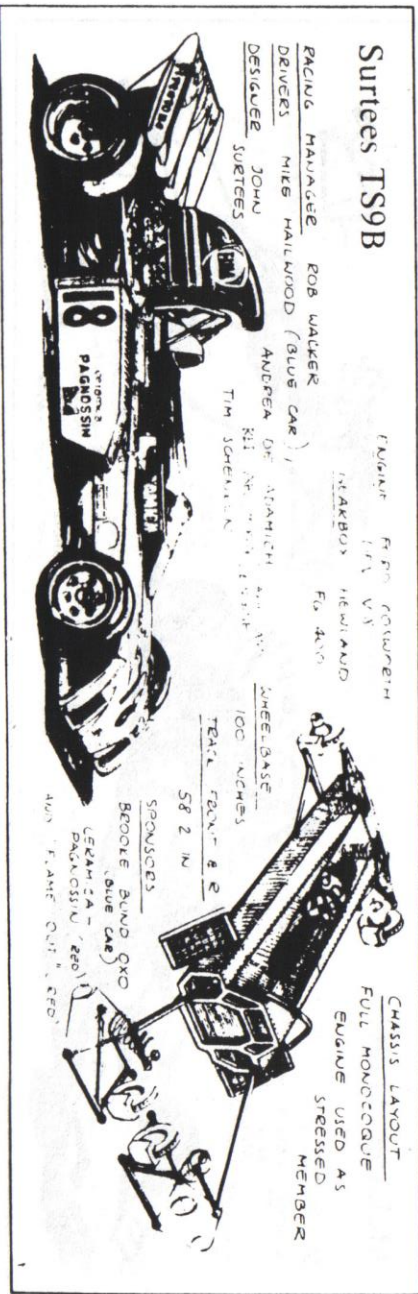
**RACING MANAGER** PHIL KERR  
**DRIVERS** DENNY HULME, PETER REVSON, BRIAN REDMAN, JODY SHECKER  
**DESIGNER** RALPH BELLAMY

**CHASSIS LAYOUT** FULL MONOCOQUE, ENGINE AS STRESSED MEMBER

**OPERATION** OF FRONT SUSPENSION

**ELMARE**  
**FORM** D.F.V. V-8  
**GEARBOX** HENLAND FG 4CC  
**PROGRESS** V.E. RACE SYSTEM  
**APPLIED** BY ROLLERS  
**ON** INBOARD MOUNTED SHOCK-COIL UNITS  
 SEE SCHEM ABOVE

**WHEEL** 16" x 16"  
**T.R.A.** 1.81 x 1.81 x 65"  
**WEIGHT** 1.250 US



## FUTURE THOUGHTS

The club fun contest for the A-7 Corsair built anyway you want, is coming up at the June Meeting, do not forget.

The day after our meeting is the IPMS/Travis Contest (Saturday, March 19). I understand they have arranged for a C-5 and C-141 to fly in and be on display, as well as the museum aircraft. That is what I call atmosphere!

Moffet Field's Air Show will be July 4th weekend again. Note this however, from the schedule I have, the Blue Angels will NOT be there, but the **USAF Thunderbirds** will be there! That sounds interesting to me for even though I am a Blue Angel fan and have seen them at least 20 times, in F11F-1s, F-4s, A-4s and of course F-105s, I have never had the opportunity to see the T-Birds. Now, just when I get that opportunity, what is going to be the same weekend but the national Shelby American Car Club convention at Sears Point Raceway. They are expecting over 1000 cars. Can my heart take it? Can my film budget take it!?

## (UnNamed Title)

You are all wondering now how much Barry's attractive and well-brought-off contest put us in the whole, about now. Well between the excellent precedent the last year's VP, Rodney Williams, set with our Regional Extravaganza Contest in 1987, and Barry's clandestine, but well budgeted effort this year, we may have actually **MADE** money on this contest. It does not seem possible, but here is what the figures say; 84 entrants, 245 models and \$648 income. Let us also note Tom Harrison's excellent efforts in producing raffle prizes that drew in money. Another spin-off of the notoriety of our contest is that many vendors showed up and of course paid \$15 a table to get in. Comments I heard were that sales were only modest, but I am sure if we had publicized the swap part more, we would have had a lot more traffic.

And if you need a way to spend \$687.50 of your own money, well Franklin Mint has finally taken aim at you. They have released the series titled "The World's Greatest Aircraft", 25 miniatures at \$27.50 a piece. They are not constant scale, but to give you an idea of their size, all 25 fit easily in their 20" x 21" showcase. For that price, you do not get solid silver, or even silver-plating, only pewter. Plus you get recessed panel lines that make Matchbox look delicate in their efforts. Unless I win the lottery, I will pass on these.

## WANT ADS

**WANTED:** To Borrow, Aurora "Parts-Pack"-style car louvers. Want to make molds from your original. Will return unharmed and will supply a duplicate set cast in white metal. Need ASAP, Please bring to meeting, Tom Harrison

**WANTED:** Monogram 1/48 B-26 Marauder, unbuilt. Don Brown 408/225-3274

**WANTED:** IMC "Battle Damaged" F-100, RF-4 & Mig 21. Need in original, clean packaging, complete. Also, Monogram 1/48 C-47, any condition. Alan Wolcott

## NEW RELEASES

Squadron Publications:

- Jan.- Strangers In A Strange Land; US aircraft in German hands
- Feb.- MIL24 in Action
- Mar.- FAF Wildcat in Action
- Apr.- Ju88 in Action
- May - Pz PKFW III in Action
- June- Hornet
- July- U-2 in Action
- Aug.- M-24 in Action
- Sep.- O-1 Bird Dog in Action
- Oct.- Bristol Blenheim in Action

(courtesy of the IPMS Silver Wings 'The Tech Order')

and many of the myths were dispelled. The Zeke was found to be conventional in construction, with little armor because its 1,130-hp did not allow such heavy items. The new US aircraft had 2000-hp or more, and were maneuverable which allowed them to carry more armor, firepower and strength so they could climb, dive, and fly at high altitudes with the Zeke, and could literally blow it to pieces in the air with their firepower.

As early as 1940, Horikoshi had pushed for a successor to the A6M, using a new 2,200-hp engine, but continued delays on the engine kept the A6M in production. This may have been a critical point in the Pacific war. Already suffering staggering losses, and with the loss of six carriers in the late summer of 1942 hindering Japan's ability to deliver planes to the battle, hasty measures were underway. In 1943, the A6M4 was created with a turbo-charged engine, but it was very unreliable and only two prototypes were built.

The A6M5 quickly followed as a stop-gap measure that proved better than expected, and actually had the highest production numbers. The A6M5 returned the rounded wing tips on a new 36'1", strengthened wing that did not make the A6M5 any more maneuverable, but increased its diving speed, a key weak point of earlier A6M's. A noticeable change is the separated exhaust stacks that actually added a small propulsion effect.

A further problem for Japan was that the losses of so many planes also cost them the lives of all their well-trained and experienced pilots. The hurried replacements were ill-trained and could not use the improved, but not superior Zero's to change the tide of the war. Additionally, Japan was being outproduced in aircraft, carriers and trained pilots. The improved Zero's were too little, too late.

The last model to see action in WWII, though it did nothing to improve Japan's declining fortunes, was the A6M6c, which incorporated water/methanol injection. Two final versions that flew in 1945, but never got to production were the A6M7, outfitted for a 250-kg bomb plus twin, wing-mounted drop tanks, and the A6M8, which came to late with what the Sentai ('Sen-' fighter, '-tai' groups) needed most, 1,560-hp.

In all, almost 10,500 A6M's were produced, plus 327 A6M2-N's and 515 A6M2-K's & A6M5-K's. The A6M2-N was the seaplane version, often referred to as the "Rufe". It first flew on the day of the Pearl Harbor attack, but never had any superior abilities to non-float equipped fighters, and never played any noticeable role in the strategy of the war. The A6M2-K and A6M5-K were both two place trainer versions of the same model. Neither of these trainer model's prototypes even flew until November of 1943.

It can only be speculated as to whether the Japanese could have built a maneuverable, and possibly superior, airplane at the higher gross weight for armament and armor that a more powerful AND reliable engine would have allowed.

#### DRAWINGS -

The drawings I have done are merely to indicate the differences I could perceive in the different models.

**A6M2:** An early production model.

**A6M3:** The rearward firewall and longer cowl can be seen here. Note also the clipped wing tip, twin instead of single bumps under the wing by the shell ejection slot, and the nose-mounted guns go into the cowl and fire out through a slot, where as the A6M2 had a cowl-length groove.

**A6M5:** Note here the separate exhaust stacks, ailerons continue into the wing tip and the rudder trim-tab is incorporated into the rudder surface. Although not drawn, the A6M5 does have the row of vertical slots just behind the cowl. The bumps under the wing were not apparent in the drawing I referenced, but both were on the A6M5c artwork I had.

**A6M2-K:** NOTE: This is only an approximation. I thought it an interesting, little-known variation and I estimated its appearance from a very distant & sketchy photograph. It has spin-reducing strakes on the rear fuselage and has no wing cannons nor wheel well doors, to save weight. I am unsure as whether it retained the nose guns, or had a front pilot canopy, so I have left them both off for variety.

## HILLER AIRCRAFT MUSEUM

Maybe some of you already knew about this but I sure did not. It is in Redwood City, and has 18 aircraft, 15 designed or built by Stanley Hiller, Jr. a resident of San Mateo County. The Museum is only open by appointment. I will check into getting the club an appointment to see it. Contained in the museum are: prototype Hiller UH-5, two H-23B, prototype UH-12E4, Hiller H1 "Hornet", Hiller UH-4 "Commuter", FH-1100 #1, "Flying Platform", Hiller YHJ1, Dorman LZ5 1YH-31, XROE-1 Rotorcycle, Hiller ULV/YH32 "Sally Rand", Republic SeeBee RC3 and a Gazda Helospeeder.

## AVIATION ART GALLERY

An aviation specialty store has opened at Reid-Hillview Airport. The list includes videos, sculptures, brass models, books, posters, signs and more than 200 prints and originals on display. Name is COLLECTAIR, at 2555 Robert Fowler Way, #A, San Jose, CA 95148, 259-3360. Hours are; 10-5 M-F, 11-4 Sat.

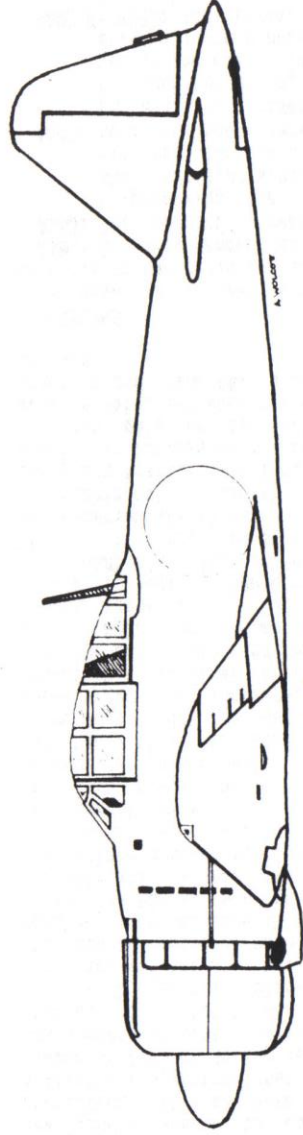
## MITSUBISHI A6M 'ZERO'

There are surely a few of our members who could quote you candlepower specs on the landing light of every aircraft Japan used in WWII, but I suspect the majority of us have some curiosity about Japan's aircraft that opposed us in the Pacific, but have never taken time to research your curiosity. I had seen many planes that had different names on Japanese kit boxes, but sure looked like the stereo-typical "Pearl Harbor Zero" to my uneducated eye. Most articles focus on one specific model, but I found one in issue #38 of the English magazine "AIRCRAFT" that explained a lot about all "Zero's" and I thought I would condense it and pass it on.

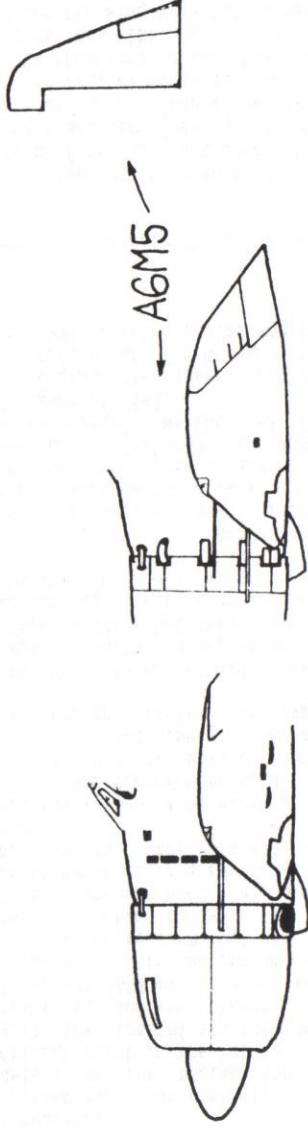
In 1937, the Japanese designer Horikoshi (already famous in Japan for his highly maneuverable A5M) was working on a new design to meet Japanese Imperial Navy specifications, to be called the A6M. "A" stands for carrier-based attack fighter, with the "6M" meaning the sixth (6) such model from Mitsubishi (M). It's popular name in its home country was Reisen ('Rei-' for zero, '-sen' for fighter) for the legendary A6M2 first flew just before the start of the Japanese year 2600 (1940 AD). The A6M1 was a prototype only, flying April 1, 1939 for the first time. It handily met its goals except for speed, so the more powerful A6M2 was developed, and exceeded expectations. Fifteen Zero's were sent to China as a test, where they scored 99 victories against no losses in aerial combat. Because of this success, and later the domination in the early part of WWII, the Zero took on an invincible, legendary status on both sides of the Pacific. Nothing could maneuver with it, and therefore nothing could keep its guns aimed at the Zero. Records and reports of the Zero were compiled by Chenault in China, but as with most such details before Pearl Harbor, were given no priority or importance.

From the 65th A6M2, the outer 20" of the wing folded upwards manually. In June 1941, the A6M3 was developed with these 20" tips omitted and replaced by a squared tip. It was also powered by a two-stage supercharged 1,130-hp engine, already a significant increase from the two A6M1's 780-hp. This bigger engine moved the firewall back 8" and accordingly lengthened the cowl. 328 A6M's were on the carriers to attack Pearl Harbor. From the start of WWII, they dominated the less agile and dated, P-40's, CW-21A's, Buffalo's, Hurricane 1's and others. Not knowing the name of this devastating opponent, the allies first named it "Ben", then "Ray", then "Zeke", with the visually different (square tipped) A6M3 referred to as "Hap", then changed to "Hamp" (because of General "Hap" Arnold). When the Hamp was known to be a "Zeke" variation, it was called the Zeke 32. This partly explains part of my confusion in box names, as already, two versions of the same plane had seven names; Ben, Ray, Zeke (& Zeke 32), Hap, Hamp, Zero & Reisen.

The legend of the Reisen was on the downhill in the latter part of 1942 as the US now had the F6F Hellcat, P-38 Lightning, and F4U Corsair plus an A6M2 was found in nearly perfect condition in the Aleutians after a forced landing that killed the pilot. This plane was analyzed at NAS North Island, San Diego



A6M2

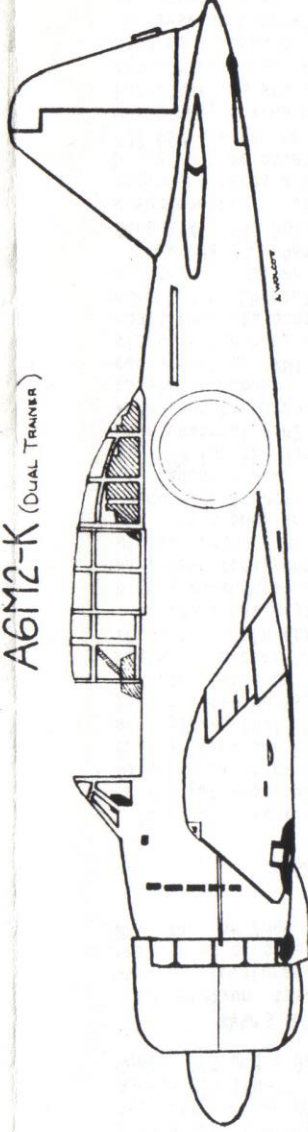


A6M3



A6M5

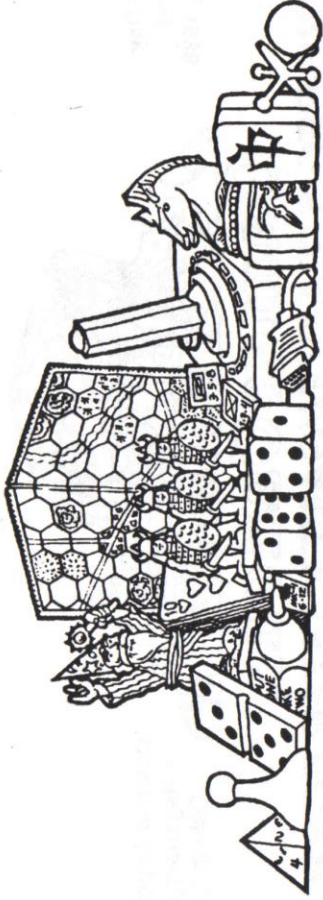
A6M2-K (DUAL TRAINER)



## Mitsubishi A6M Reisen variants

Mitsubishi A6M1: first two prototypes powered by the 780-hp (582-kW) Zuisen 13 engine.  
 Mitsubishi A6M2: initial production version, powered by the 940-hp (701-kW) Sakae 12 engine, with an armament of two 20-mm and two 7.7-mm (0.303-in) guns, span 12.00 m (39 ft 4 7/8 in) and normal take-off weight 15,313 lb (2410 kg); initial aircraft of the batch up to ch. 21 had an unrefueled rear seat; aircraft from ch. 22 onward had the refueled rear seat (both types being designated Model 11), and from ch. 65 the type were designated Model 21.  
 Mitsubishi A6M3 Model 12: improved production model powered by the 1130-hp (843-kW) Sakae 21; from the fourth aircraft 20-mm cannon ammunition was increased, and later aircraft had square-tipped wings of 11.00 m (36 ft) in span compared with the A6M3 Model 22's rounded tips of 12.00 m (39 ft 4 7/8 in); normal take-off weight 15,609 lb (254 kg).  
 Mitsubishi A6M4: unsuccessful experimental variant with turbocharge Sakae engine.  
 Mitsubishi A6M5 Model 52: improved A6M3 with thicker wing skins, rounded wings tips and thrust auger in wing exhaust stacks; normal take-off weight 16,102 lb (232 kg).  
 Mitsubishi A6M6 Model 52A: derivative of the A6M5 with thicker skins and improved Type 94 Model 2 Mark 3

cannon.  
 Mitsubishi A6M5 Model 52B: improved A6M5a with extra protection, fire extinguishing system for the fuel tanks, and one 7.7-mm (0.303-in) machine gun replaced by a 13.2-mm (0.52 in) Type 3 weapon.  
 Mitsubishi A6M5C Model 52C: yet further improved model, with two 13.2-mm (0.52 in) Type 3 machine guns added outboard of the cannon, armour behind the pilot, extra fuel capacity, and racks for eight 22-lb (10-kg) unguided air-to-air rockets.  
 Mitsubishi A6M5C Model 52C: improved A6M5C, with 1,270-hp (933-kW) Sakae 31 plus mechanical water boost for the engine.  
 Mitsubishi A6M7 Model 63: dual-engine bomber version of the A6M5C, intended for use from small carriers; centreline provision for one 55-lb (250-kg) bomb and underwing points for two 77-limp gal (350-lit) drop tanks.  
 Mitsubishi A6M8 Model 64: camouflaged model with 1,560 hp (1104-kW) Kinsei 62 engine, no fuselage guns, better protection, and normal take-off weight 6,945 lb (3150 lb).  
 Mitsubishi A6M2-K: dual-control trainer version of the A6M2.  
 Mitsubishi A6M5-K: dual-control version of the A6M5.  
 Nakajima A6M2-N: floatplane version of the A6M2 with single main float and two underwing tabular floats; normal take-off weight 15,423 lb (2460 kg).



# GamesCaucus®

**May 27-30, 1988**  
**Oakland Airport Hilton**  
 1 Hegenberger Road, Oakland, CA 94614

Boardgames  
 Video Games  
 Pairing Contest  
 Computer Simulations  
 Dealers Room  
 Squad Leader Tournament  
 Flea Market

**Starring:**

**ONFLIGHT  
 CSIMULATION  
 SOCIETY**

**Landwehr Society of Northern California**  
 (World Wide Diplomacy)

**Tercio Group**  
 (Miniatures Tournaments)

**International Plastic Modelers Society**

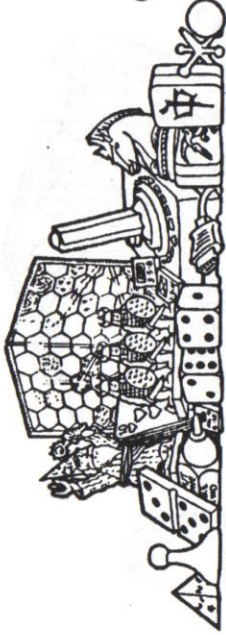
**Roleplaying Tournaments**  
 New Fantasy GM's Welcome!!!  
 Marathon Mustangs & Messerschmitts  
 Squad Leader Tournament

**3 Days of General Quarters Competition**

Pre-Reg (through April 30): \$15.00 for all three days  
 At the Door: \$10 for one day, \$20 for all three  
 Questions can be directed to Cynthia at (415) 865-3668  
 from 1 to 9pm. Please no calls from 6 to 8pm

Tournaments  
 Naval Miniatures  
 Role-Playing  
 Open Gaming  
 Miniatures  
 Squad Leader Competition  
 Movies

Memorial Day  
Weekend  
May 27-30, 1988



Oakland Airport Hilton  
1 Hegenberger Rd.  
Oakland, CA

# GamesCaucus.

## PRE-REGISTRATION/GAMEMASTER FORM

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City/State/Zip: \_\_\_\_\_  
Home Phone: (\_\_\_\_) \_\_\_\_\_  
Work Phone: (\_\_\_\_) \_\_\_\_\_  
Age: \_\_\_\_\_ (please write clearly)

### Registration Costs

Pre-Registration (through April 30, 1988): \$15.00 for all three days  
At The Door: \$10.00 for one day, \$20.00 for all three days.

I would like to run a Game/Tournament/Event:  (Fill out the bottom section regarding your game/event)  
I would just like to be registered as a gamer:  (Please make checks payable to GamesCaucus)  
Just send me more info on GamesCaucus please:

Gamemasters who run 1 event get pre-registered for all three days for only \$10.00  
Gamemasters who run 2 or more events get pre-registered for all three days free of charge.

Questions relating to Fantasy Role-Playing games can be directed to Mark Steiner at (415) 352-9555. All other questions can be directed to Cynthia at (415) 865-3668 from 1 to 9pm.  
Please no calls from 6 to 8pm.

Registration should be directed to:  
**GamesCaucus**  
**1550 Benton Street #C**  
**Alameda, CA 94501**

Game Title: \_\_\_\_\_

Type of Game:  Boardgame  Tournament  Miniatures  Non-Tmmt Game  Roleplaying Game  Seminar

System Used: \_\_\_\_\_

Variant: None/Regular Rules   
Light Variant   
Medium Variant   
Home Rules

Like Nothing You've Ever Seen on This Planet...

Player Experience Desired:  Novice   
 Intermediate   
 Experienced

# of Characters (if applicable): \_\_\_\_\_  
GM will provide Characters   
Players will provide Characters

Length of Game (hours): \_\_\_\_\_  
Level (if applicable): \_\_\_\_\_  
Kill % (if applicable): \_\_\_\_\_  
Tables/Space Needed: \_\_\_\_\_

Smoking? Yes  No

Requested Start Time Day: \_\_\_\_\_  
Time (am/pm): \_\_\_\_\_  
Alternate Time: \_\_\_\_\_

Description of Event: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_