

Futura, Club de Mer: shapes of things to come

By Mike Burton
•Part 1 in a series•

Thanks to kit manufacturers' desire to cash in on the "Boomer Nostalgia Market," I'm able to indulge in a little time travel. Of course, you're invited to come along, because it's a model ride. You might say the subject has long been a dream of mine.

It stems from my passion for wheeled oddities, which dates to just beyond grade school, when my aircraft modeling took a detour. Building model cars exclusively for about a year and a half, my favorites were "Detroit dream cars" and wild California customs.

Between 1967 and 1971, the kit manufacturers put out an impressive array of these. I managed to go through a good number. I also sent requests for data to Dearborn and Detroit which got me promotional material that kept the flame alive.

Alas, the two model buddies I found in school built only aircraft and so came about my return to that fold. Conformity does have its costs. Still, that interest in those "future cars" of the past has stayed with me and now I can use some of those odds and ends from

Michigan as reference material.

Let's drive through the past's idea of the future in the form of some classic concept car kits.

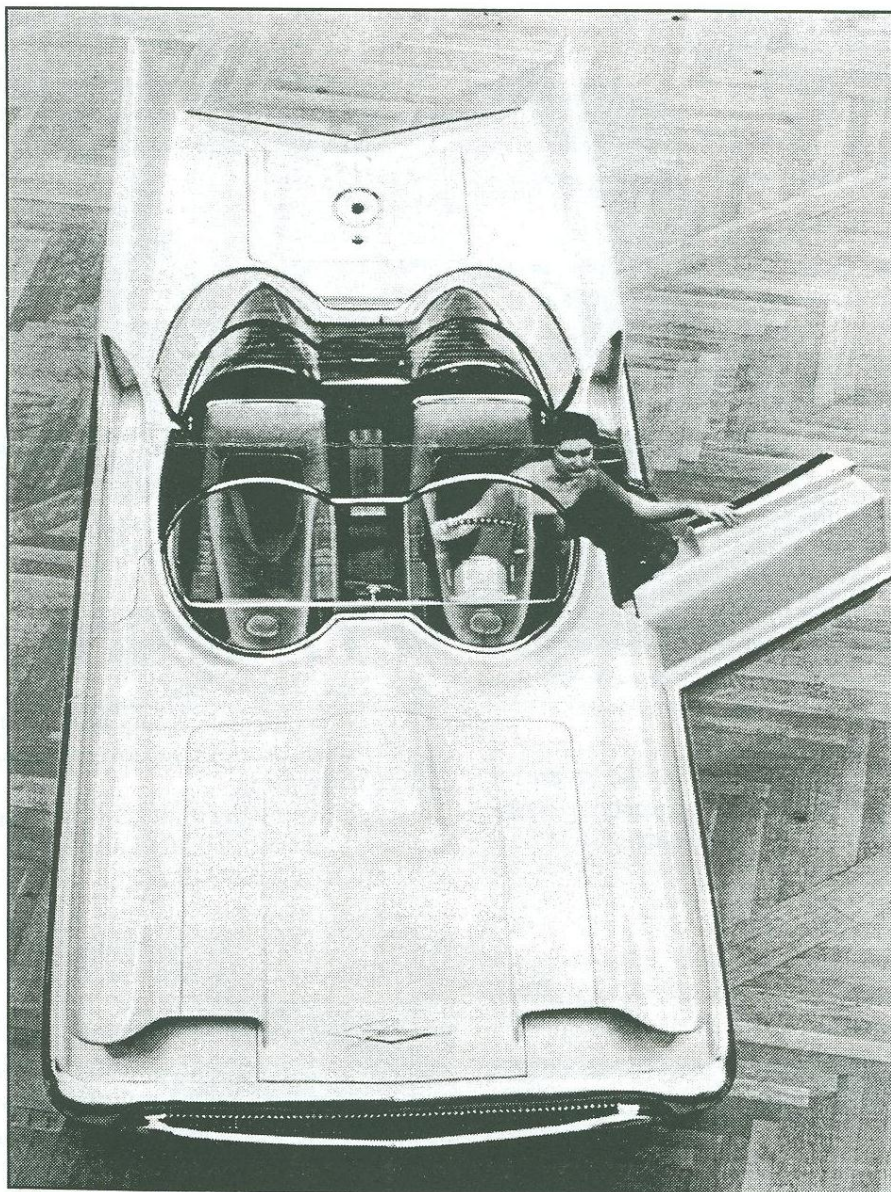
1955 Lincoln Futura by Revell/Monogram SSP, reissue: 1995; original: 1956

It was right there on the instruction sheet. Plainly put in the "interesting facts" about the car, a clear statement in last line: "Sleek and low-slung ...and may very well be a glimpse into the near future."

Well I guess 11 years later was near enough. If you don't follow my conspiracy logic, I am referring to the 1966 TV show whose "Batmobile" was foretold by those prescient kit marketing copy writers!

I have yet to confirm it, but at least one reference states that the real Lincoln Futura "dream car" was purchased and made over for the show, so enamored of its looks were the producers. I would tend more to believe it simply served as "creative material" for car customizer George Barris, who I think was the real father of that particular "Bat Car," and built more than one for the studio's use.

Either way, until recently anyone de-



The 1955 Lincoln Futura, with the "canopy" open. This shot shows why some speculate that the Futura was the inspiration for the T.V. "Batmobile!"

Continued on page 10

EDITOR'S BRIEF

In case you haven't noticed, this is issue 12 of volume 29 of this publication—meaning that the next issue will be our 30th anniversary issue. That gives us a leg up on *Fine Scale Modeler* (started in 1982), and we're only a year behind *Scale Modeler* in terms of longevity. We even pre-date IPMS/USA, for crying out loud!

I'm hoping that our 30th anniversary issue will be really special—and that depends on you guys and gals in the club. We've had some really tremendous articles the last few issues (by Jim Lewis, Mike Burton, Bob Miller and this issues new-comer to the *Styrene Sheet* contributors' list, Randy Rothhaar), and I hope to make this next better by making it even bigger!

At the last meeting Jeff Hargis asked me how to submit articles, which made me realize I've never printed any information about how the newsletter comes together.

There are no solid criteria for submissions. I prefer stores on computer disk, but even typewritten, double-spaced stories are okay. Randy's Huey story came to me that way, and I don't mind inputting the story—I can edit it at the same time. I've even used hand-written submissions. I'm flexible about this.

If you aren't confident in your writing, don't worry. I am a professional journalist (no, really!) and I can doctor prose fairly well. Just ask Mike Burton—his writing includes all the details in a distinct style, but he's rough around the edges like a lot of technical types tend to be. I polish his copy and work with him to make sure the ideas are there in a more reader-friendly style. But it takes Mike making the effort to get these stories into a finished form.

It doesn't take an all-encompassing knowledge to write these articles. Just take your latest or greatest project and recall what it took to build and finish it—deviations from the instructions, unusual markings, added details, and so on. These articles are helpful to modelers who will build the same model sometime later. A wise man learns from his mistakes, but a wiser man learns from other people's—and the *Styrene Sheet* offers wiser men (and women) a place to learn!

Of great help, especially for non-aviation subjects, is art. If you could lend me books, photographs, or model kit art for use in illustrating your story, I'd really appreciate it. Some contributors (Stan Muniz, Jim Lewis, Rich Pedro, Mike Burton and Bob Miller among them) have gone the extra mile and made drawings to illustrate their stories. That's not mandatory, but it sure is appreciated.

Once the stories and art are in my hands, the editor's grunt work begins. After the stories are converted into a Macintosh format, edited, spell-checked and so on, they're laid out on a customized template using PageMaker 5.0. Photos are scanned in using Ofoto 2.0, which allows me to optimize the contrast for copying. The finished pages are printed on a 600 dpi printer, and then are paginated, photocopied, folded and stapled. With the current run we have, on a 16-page newsletter, I make 1200 copies, fold 650 sheets of paper and pound 350 staples!

Anyway, I'm getting away from the point, which is: for the 30th anniversary, we should put out a really terrific issue. The second part of Mike Burton's concept car series will be featured, as will photos from our contest and perhaps my article

on building a 1:700 ship. But for anyone with a yen to contribute—especially first-timers—this is a great chance!

So, if you want to be part of a very special issue of the *Styrene Sheet*, don't wait—contribute now!

Also coming up in February is the election of new officers, whose term commences after the last slate of rascals finishes their work on the contest. I know I'd like to come back as secretary/editor (if you'll have me), and our Vice President and Treasurer both would be happy to retain their seats (and keep their offices, too). That leaves the presidency, which is the only office that must make a mandated change each year. No one may repeat as president, which means that Bill Dye is off the hook after February. But who will the new president be? Who will be willing to embark on a 12-month odyssey of, "...so, who built this tank-looking thing with the brown deal hanging off the doodad?"

What I'm trying to say is, if you'd like to run for any of the positions, the elections will be held at the next meeting.

Finally, the contest is on Feb. 25. We'll give all you willing volunteers details of how you can help out at the Feb. 16 meeting. By way of an update, let me say this: this sucker is planned out! We've selected judging teams well in advance, vendors have been calling earlier than ever before and our door-prizes and prize packages are looking go-ood! Jim Lewis has taken the bull by the horns and has addressed the administrative problems that can bog a contest down and turn the last hour into something akin to the "old business, new business" portion of a boring club meeting.

That's it from here. I've gotta go sand down the helicopter hangar deck of a model of my old ship, the U.S.S. *Gray*. Why is it that sanding and painting in 1:1 scale was such a drag, but doing the same thing in 1:700 scale is fun?

—The Editor

LETTERS TO SVSM

Dear Fellow Modelers,

I would like to start off this letter from my IPMS chapter to yours with an introduction of sorts, and to detail for you my reasons for writing.

I've been a member of my Salem, Oregon chapter for about 10 years, building aircraft in all scales, and in addition to my job at my local school district, I'm an aviation writer.

Bringing you to my reason for writing—I'm currently in the middle of a project on collecting photographs of WWII aircraft utilized as fire bombers and tankers that worked around your area of California in the 1960s through the mid-1980s. I'm speaking of B-17s, TBM *Avengers*, F7F *Tigercats*, etc. If you could pass this letter around to the members of your IPMS (club), perhaps someone might have some photographs or negatives they could lend me in good faith for my project.

Hope to hear from you,

Sincerely,

Steve Zuger

1410 Norway St. NE

Salem, Oregon 97303

(Well, SVSMers, how 'bout it? I know several of you are hoarding data on P2Vs (myself included). Is anyone holding on to some data on older planes used for fire fighting?—the Editor)

Huey from Hell: converting a 1:24 UH-1C

By Randy Rothhaar

A few months ago, while watching *Forrest Gump*, I was inspired to build a Vietnam-era UH-1 Huey gunship. Tempted to buy one of MRC's new 1:35 Huey kits, I instead decided to build the old Monogram 1:24 Rambo Huey I had hiding in my closet.

After looking through my reference material, I chose to model a UH-1C, complete with pylon-mounted M60 machine guns, rocket launchers and a nose-mounted grenade launcher. I had the kit, meaning the hard part was out of the way (or so I thought at the time), so I grabbed the kit and the fun began.

Upon examining the mammoth (almost two feet long) fuselage halves, I discovered that the kit was actually a UH-1B/C hybrid. Monogram's Huey had a B-model tail with a short-chord rudder, small B-model horizontal stabs, and a C-model engine with an intake from a B. Simply reshaping the tail was out of the question since the C's was larger and had an extended-chord rudder. So razor saw in hand, I cut off the old tail and made a new one. The stabs were also larger in the C so I made new stabs, too. Thick sheet plastic comes in handy for this sort of work. I decided that the new intake would be easier to scratchbuild after the fuselage was together, so I put that off until then.

Now that I had a somewhat accurate C to start with, I began cleaning up the fuselage halves. I re-lined and sanded off what seemed like billions of rivets. I replaced some molded engine screens with the real thing, and

sanded off thick louvers on the engine panels that I would replace with thinner ones later. I wanted to show off the interior, so I cut out the pilot doors on both sides and decided to leave off the cabin sliding door.



A UH-1C with the same markings of the 114th Assault Helicopter Co. as Randy's UH-1C. Note that mean smile on the grenade launcher. Below is the same Huey, showing the side markings.

After cleaning up the openings where the pilots' doors were, I test-fitted the fuselage halves. To my horror, both halves had warp problems that would have given Mr. Scott

difficulty. It was worst on top, where the engine cowl was separated by a half-inch gap! I thought, no problem, I'll just tape and clamp when I glue it together and it will fix itself. With that in mind, I started working on the interior.

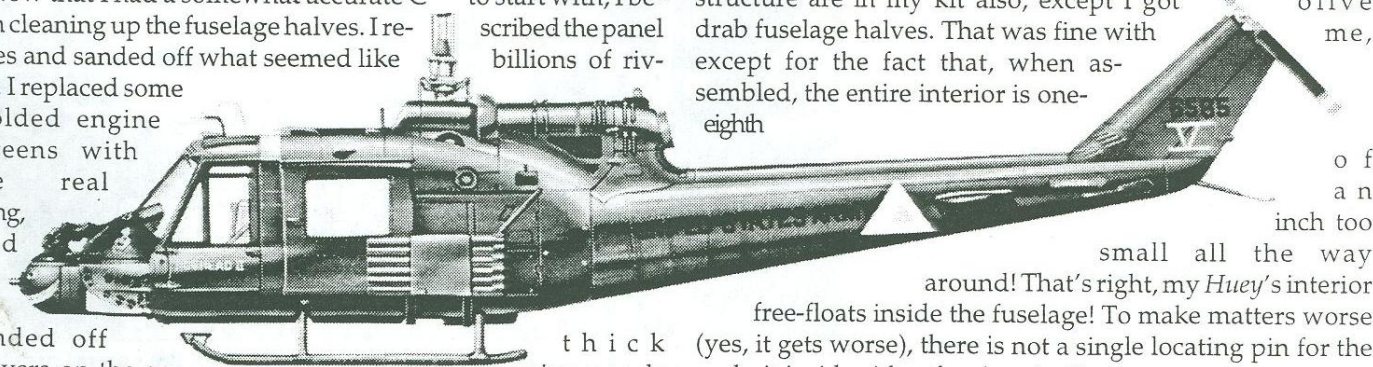
Looking at the interior pieces, I found them to be really basic for a kit of this size. The instrument panel was a decal, and the seats had some rather thickly-molded belts on them. The floor had a very nice non-skid pattern molded on it, probably the interior's best feature out of the box. Instead of "simulating" detail like I do on my smaller scale helicopters, I could go all the way and make a pretty accurately detailed cockpit on this big chopper.

When I test-fitted the cockpit floor and rear bulkhead, I hit the first speed bump on the road to a superdetailed interior. When Monogram

first released this kit a number of years ago, it came with clear fuselage halves to show all the interior guts of a Huey, which Monogram so graciously provided. All of the ribs, bulkheads, etc. that make up a Huey's internal structure are in my kit also, except I got olive drab fuselage halves. That was fine with me, except for the fact that, when assembled, the entire interior is one-eighth

of an inch too small all the way around! That's right, my Huey's interior free-floats inside the fuselage! To make matters worse (yes, it gets worse), there is not a single locating pin for the cockpit inside either fuselage half.

Before I could start detailing, I had to make the interior fit first. First, I extended the cockpit floor one-eighth of an inch on both sides with plastic strip so it would reach the fuselage.



I then added strips underneath the floor so it would extend to the fuselage bottom. I scratchbuilt a new rear bulkhead, and assembled the engine bay bulkheads and the engine. I cut the transmission and the exhaust pipe off the engine to add after final assembly, and installed the engine bay and engine into the right fuselage half. I decided it would be easier to work on the cockpit after the fuselage halves were put together, so I cut the roof off each fuselage half. Now I had a convertible Huey!

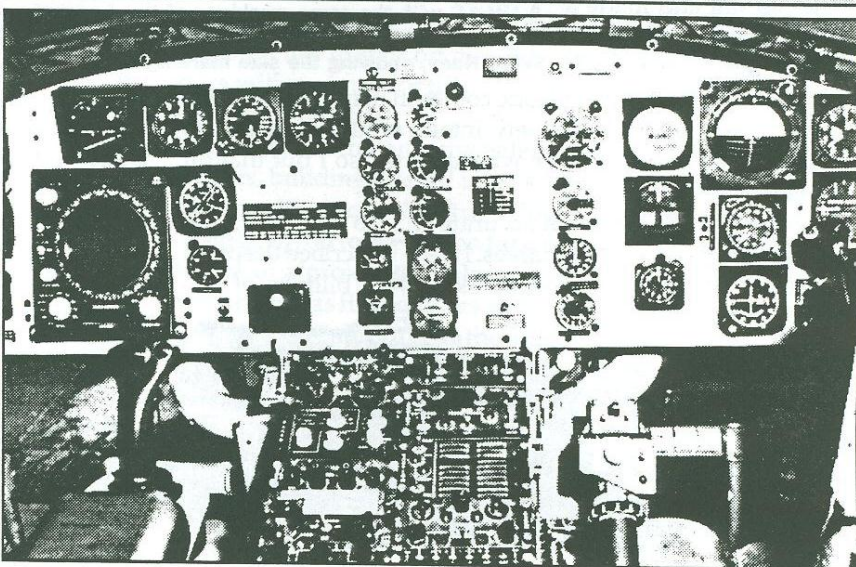
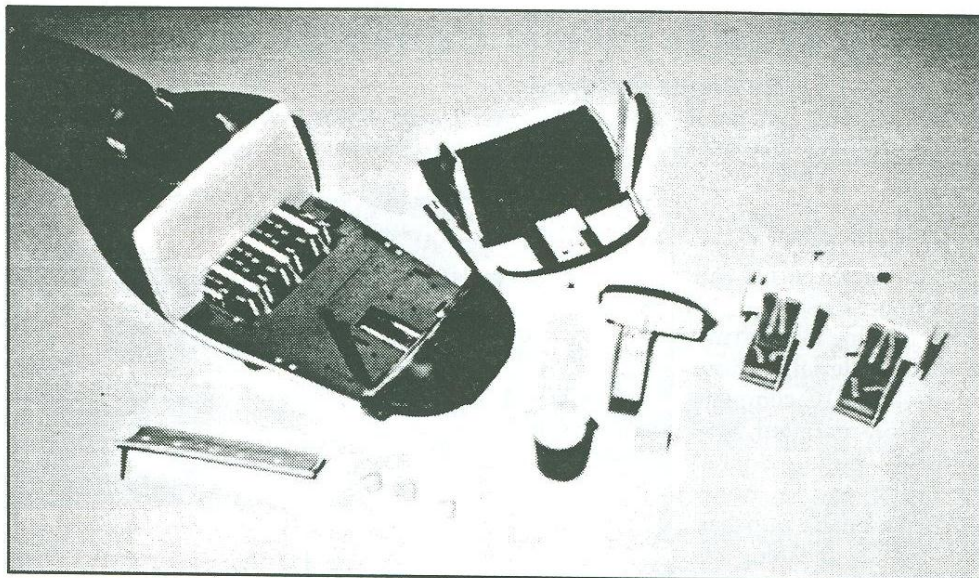
I hid some lead weight under the floor and in the nose and then proceeded to try to glue the fuselage together. Remember that half-inch gap in the engine cowl? I had to use an aluminum C-clamp to deal with that. After taking care of it, the fuselage went together reasonably well and the rebuilt interior pieces fit better than before. I cleaned up the fuselage seams and the areas around the cockpit, and I was ready to begin detailing the interior.

The kit's instrument panel was the wrong shape, so I made a new one and added the hood from the kit piece. I used photo-etched instrument bezels, and added switches from brass and plastic rod. The wiring on the backside of the panel was made from solder and brass wire. The console was filled with lead (the weight under the floor wasn't enough to prevent tail-sitting) and its exterior was detailed with plastic strip and brass buttons and switches. The map case at the rear of the console was scratchbuilt from plastic sheet. I felt the control sticks, collectives and rudder pedals were okay, so I used them as-is. The only usable portions of the seats were the cushions and the rails. The kit's armor plating made the seats look like La-Z Boy recliners. I made new armor for the seats according to my references, added springs to the seat rails, and made new masking tape seat belts with photo-etched buckles.

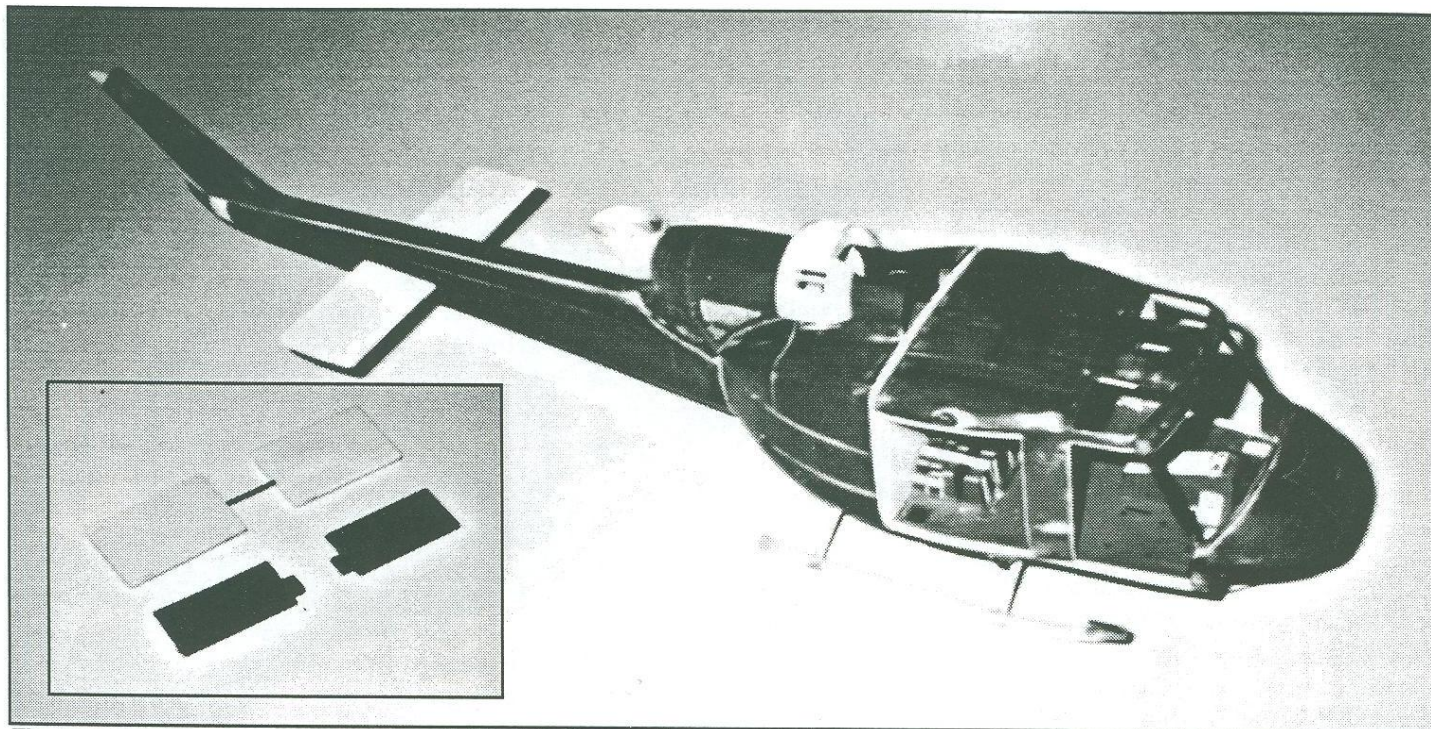
The machine gun ammo boxes at the rear of the cabin were detailed with plastic strip and strapped down with masking tape and buckles. I rebuilt the rear bench seat out of brass and plastic tubing, with a masking tape cushion. Again I used masking tape for belts and added photoetched buckles.

The huge grenade ammo drum in the middle of the cabin was made from a Soviet ICBM from *Monogram's* U.S./USSR missile set, with a plastic feed chute. I glue the roof together, added the ceiling ribs and overhead console, and the interior components were ready to paint.

All the interior parts were primed with *Floquil* lacquer-based primer, which provides a smooth



At the top are two views of Randy's *Huey's* interior, showing the control panels, overhead instrument panels, grenade launcher ammunition drum, bench seats and re-worked pilots seats with new armor. Notice how Randy "popped the top" to get easier access to the cabin. The bottom photograph is of a real UH-1C gunship panel. The large panel on the left side of the control panel is the Helms radar screen.



The assembled fuselage, showing the anti-*Strella* "toilet bowl," new stabilators and rebuilt engine compartment. The inset compares the kit stabilators with Randy's new ones, made from laminated sheet styrene.

base for other paint and also fills minute scratches. I used *Model Master* dark gull gray for the interior color, with olive drab seats and ammo boxes. The instruments were picked out with black, red and white, and the entire interior was given a "lived-in" look with some heavy drybrushing and a black wash. I set aside the fragile interior pieces for installation later, and then made my *Huey* a hardtop again by gluing the roof back on.

After filling and cleaning up gaps where the roof fit poorly, I polished and began test-fitting the clear parts. Let me just say the interior fit like a glove compared to the transparent parts. The nose transparencies were both incompletely molded, and as a result had to be shimmed on all four sides when I glued them in. The same was true for the windscreen. The two ceiling panels fit the best—they only had to be shimmed on three sides! Small gaps were filled with gap-filling super glue, and after fairing all the windows into the fuselage I began the

polishing process. I sanded with progressively finer grits and used Blue Magic polish until the windows were crystal clear once again. I then masked the windows with frisket film and started to work on some of the fuselage's exterior details.

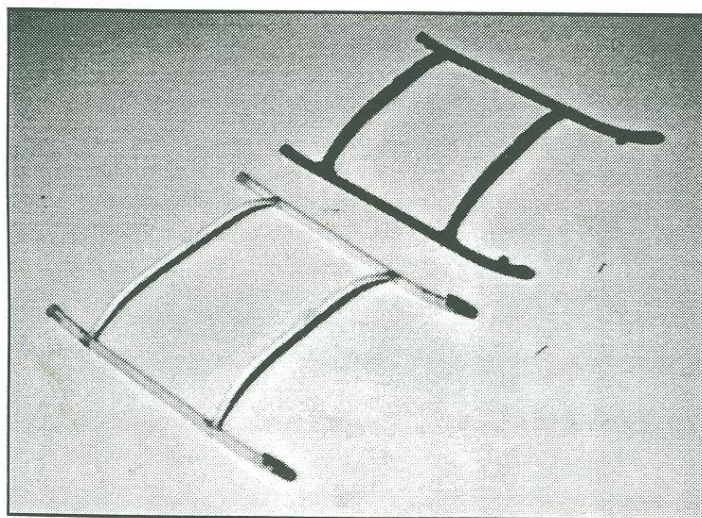
The new intake that I had put off making was taken care of at this point. I used strip plastic for the intake and shaped it to the correct C-model profile according to pictures. I also scratchbuilt a new intake air filter out of thick plastic and gap-filling super glue, and used fine mesh to represent the filter's internal screen. This strip plastic was used to replace the engine panel louvers that I removed earlier. I also replaced some grossly out-of-scale reinforcing strips on the roof and under the fuselage with some thinner strip.

I used thin sheet plastic to build wind deflectors and glued these to the partitions between the pilot and cabin door opening on both sides of the fuselage. Some armor plating was added to the engine cowl, and the "toilet bowl" infra-red suppressing tail pipe was scratchbuilt and glued to the exhaust area. I made the new pipe out of a U.S. ICBM from that *Monogram* missile set again. Even if you don't finish any of them for some "Missiles of October" club contest, the kit is an excellent source for large-diameter styrene tubing!

After a little more sanding and clean-up, the fuselage interior was masked off and the fuselage was primed with *Floquil* primer and set aside to dry while I worked on the weapons.

The weapons package provided in the kit consisted of four M60 machine guns and two seven-shot 2.75-inch rocket pods. The guns were well-detailed—I only had to drill out the barrels and add some wiring that was visible in my references. The front and rear covers of the rocket pods were usable, but I replaced the pod body with styrene tubing to eliminate any extra seam work.

The weapons pylons were cleaned up and detailed with some solder wiring and new sway braces made out of strip plastic and brass straight pins. Pylon support struts were



The kit landing skid, top, and the plastic and brass replacement.

made out of brass rod and tubing. The 40mm grenade launcher mounted on the nose was scratchbuilt out of 3/4" teddy bear eyeballs and strip plastic. I made the ammo chute shroud out of Milliput, the barrel out of brass and styrene tubing, and the mounting struts out of brass rod. I always like how the grenade launcher looked on the *Huey*—it made it look mean! I primed the weapons assemblies with my trusty *Floquil* primer and decided to tackle the main and tail rotors.

The main rotor head was very well molded and was a good representation of the real thing. I replaced a few of the smaller struts with brass rod or tubing for additional strength and added some *Grandt Line* bolt heads for extra detail. The main rotor blades had a few ejector pin marks that had to be filled, but were otherwise well molded. I made the main blades removable for ease of painting and for transportation. Each blade is held in place with a brass pin accessible from underneath.

The engine transmission was detailed with some brass rod and fitted with a brass tube to accept the shaft of the rotor head. The tail rotor was cleaned up and detailed with some bolt heads and fitted with an aluminum shaft. The tail rotor hub was way oversize and was replaced with one from a 1:48 *Huey* and fitted with a brass tube for the tail rotor shaft. I primed the rotor assemblies and then sprayed them flat black. Various red, yellow and white stripes were airbrushed using *Model Master* paints, and the rotor heads were sprayed with *Metallizer* stainless steel. The rotor heads and blades were then assembled, weathered and put aside until final finishing.

With the rotors complete, I began to prepare the primed fuselage, weapons and various other subassemblies for painting. At this time, I drilled dozens of tiny rivets on the fuselage, using the primer coat as a guide. I drilled until I got through the primer—that way all the rivets would be of uniform depth. After some light sanding to remove any last imperfections, the fuselage and weapons pylons were temporarily assembled with brass bins and set on top of the new landing skid I scratchbuilt out of brass and plastic tubing. I corrected my alignment problems with small shims of plastic while using a jig (see! Rodney isn't the only one!) made out of Lego blocks. With all the major construction behind me, I mounted

the various parts in scrap cardboard and began the painting process.

Using my Paasche double-action airbrush, I gave the model and parts a base coat of *Model Master* olive drab. I usually use a 50-50 paint/thinner mixture when I paint. It takes a little bit longer to cover, but the paint goes on a lot smoother. Once I was satisfied with the base coat coverage, I set the model aside to dry overnight. The next day I broke my left ring finger punching out a model contest judge (actually, it was broken in a softball game, so don't despair, all you judges out there!), so my *Huey* and all other modeling had to be shelved for a few weeks. After surgery, the removal of the metal pins from my finger and five weeks, I was able to work on models again!

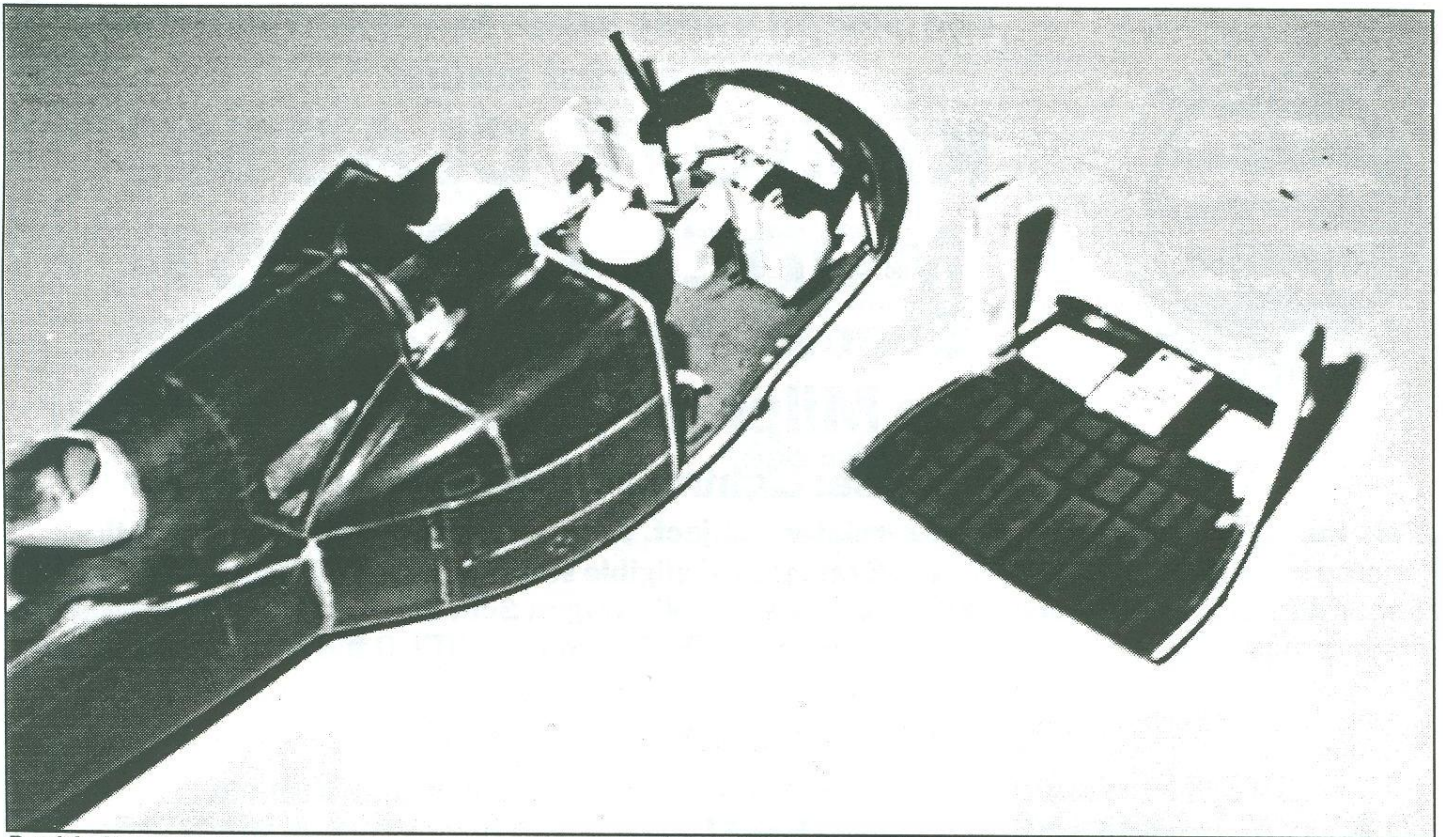
After dusting off the *Huey*, I shot the anti-glare panel on the nose and on top of the grenade launcher flat black. I decided to model a UH-1C from the gunship platoon of the 114th Assault Helicopter Company. Their *Hueys* had white and yellow triangular unit markings which added a dash of color to the overall olive drab scheme. Another feature that turned me on to this particular unit's markings was the shark mouth painted on the nose grenade launcher. The shark mouth was actually kind of a goofy grin that appears mean, plus it looked cool! I airbrushed the unit markings using frisket masks because I felt they would look more realistic than decal film in this scale. I masked the grenade launcher with Parafilm and sprayed white for the eyes and teeth for the shark mouth. Using a fine brush, I hand painted the rest of the mouth and the pupils of the eyes with thinned red paint. The model was given a coat of *Testors* Glosscote and set aside to dry while I gathered the necessary decals. The only decals I would need would be black and red stripes, "United States Army" legends, and a tail number, since most of the unit markings were painted on. I ended up using stripes from my scrap detail box, Army logos from a 1:32 *Apache* model, and numbers from a *Verlinden* dry transfer sheet.

After applying the decals, I gave the *Huey* a light coat of *Polly S* gloss to seal the decals and then shot it with *Pactra* flat to give it the appropriate dull finish.

With the flat coat now dry, I began to weather the model. I started "fading" the paint job by spraying various areas on the



A UH-1C in Phu Cat in 1971, showing a mixture of unit markings (57th and 129th assault helicopter companies) and old-style M-60 mount.



Randy's *Huey* with the interior components assembled. Note the ribbing on the roof interior, and the reworked armored pilots' seats.

helicopter with a lightened shade of the olive drab base coat. I highlighted panel lines with a wash of *Tamiya* thinner tinted with black. The wash was also used to simulate various fluid leaks. Paint chips and scuffing around panels and on high-traffic areas was done with a silver colored pencil. After removing the frisket masks from the clear areas, I used Bare Metal Foil overcoated with *Pactra* flat to simulate replacement window framing around the windshield (a common sight on my journeys through numerous *Huey* reference pictures).

The exhaust stains inside the toilet bowl and on the tailboom were done with dark gray and black pastels. Now that my *Huey* looked like a war-weary veteran, I entered the final stages of assembly.

All of the interior components I finished earlier were installed at this point. The instrument panel and console were glued in, followed by the overhead switch panels. A flexible belt made out of plastic and masking tape was added to the grenade ammo drum and the drum was installed with the belt snaking its way to the nose. Next I put in the seats and control sticks. Some Verlinden maps were placed in the map case before it was glued to the rear of the center console. The rear bench seat was put in, and the final interior detail was the weapons sighting system, which was installed on the ceiling above the left pilot's seat.

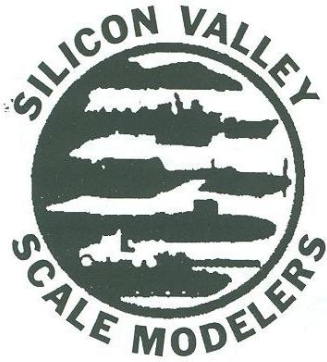
With the inside finished, I started to add the weapons. The grenade launcher was pinned and glued to the nose, while the weapon pylons were mounted on their respective fuselage sides. I added the support struts to each pylon and proceeded to glue on the machine guns. The kit's flexible vinyl ammo belts were well-detailed, and after cleaning up the molding seams they were added to the model. After

adjusting the position of the belts I hung the rocket pods from the pylons.

The next step was to glue the almost-complete fuselage to the landing skid. Using slow-setting, gap-filling super glue, I slowly set the fuselage on top of the skid, using the Lego jig again to maintain alignment. Once the glue set, I was really pleased with how the new skid held up. The original kit skid was really weak—the new tail and stabilators, in addition to the nose weight to counterbalance them, made the kit skid compress and made my *Huey* squat and look like a lowrider! The stabilators, engine transmission and air filter were added, and my *Huey* was just about done.

Small details, including the pitot tube, the monster blade antenna on the roof, and other handrail-shaped antennae were put on next. The rear was finished when I installed the tail rotor, "stinger" tail skid and a whip antenna on the tail. Two landing lights under the fuselage were simulated with a couple of *MV Products* lenses, while the red light above the tailpipe was a leftover from a 1:48 *Sea King*.

The last step was the installation of the main rotor. With that, the "*Huey* from Hell" was finally done, after eight months! Even though the kit out of the box belongs in the Editor's "Does It Suck?" column, I still had a lot of fun taking a really crappy kit and improving it. Wanna build a *Huey* gunship without a lot of work? Try one or *MRC's* new 1:35 *Huey* kits. I ended up buying one and it was a great reference for building the 1:24 one, as well as being an *excellent* kit out of the box. To date there have been three issues of the kit, each with different weapons and all with interesting markings, and all highly recommended. Now, if *MRC* would only do a 1:35 *UH-60 Blackhawk*, then I could convert one into a Coast Guard version!



The Silicon Valley Scale Modelers present
the third annual

KICKOFF CLASSIC MODEL CONTEST

Sunday, February 25, 1996

at the Milpitas Community Center

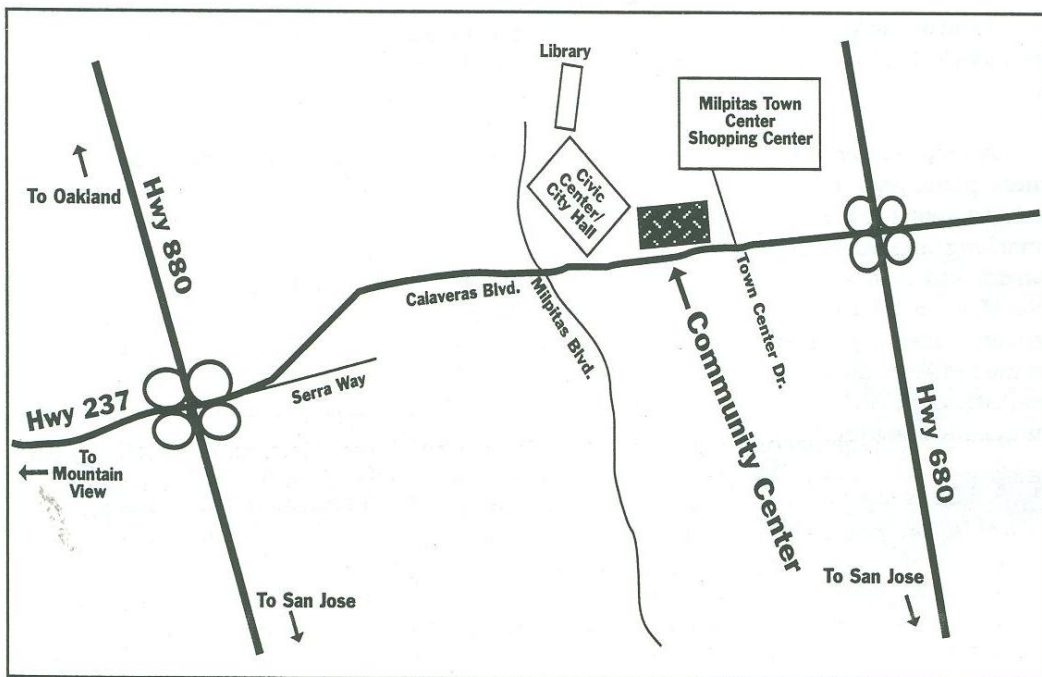
This year's theme: Lightning Strikes Twice

This theme is open to any weather-related subject. Any model entry in keeping with the theme is eligible for consideration. Examples of eligible subject matter: P-38 *Lightning*, Panzer *Wirbelwind*, Typhoon-class submarine or Volkswagen *Scirocco*. Because of the large number of possibilities, there will be TWO first, TWO second and TWO third place trophies for the theme—because lightning does strike twice!

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- C. Single Engine Prop or Turbo-prop Aircraft, 1:72 or smaller
- D. Multi Engine Prop or Turbo-prop Aircraft, 1:72 or smaller
- E. Single Engine Jet or Rocket Aircraft, 1:48
- F. Multi Engine Jet Aircraft, 1:48
- G. Single Engine Prop or Turbo-prop Aircraft, 1:48
- H. Multi Engine Prop or Turbo-prop Aircraft, 1:48
- I. Biplanes, all scales
- J. Jet, Rocket and Prop Aircraft, 1:32 or larger
- K. Civil Aircraft, all scales
- L. Rotary Wing Aircraft, all scales
- M. Military Vehicles, Soft Skin, 1:35 or larger
- N. Armored Fighting Vehicles, closed top, 1:35 or larger
- O. Armored Fighting Vehicles, open top, 1:35 or larger
- P. Military Vehicles, all types, 1:48 or smaller
- Q. Ships, 1:350 and larger
- R. Ships, 1:351 and smaller
- S. Stock Civilian Vehicles, all scales
- T. Competition Vehicles, Open Wheel, all scales and types
- U. Competition Vehicles, Closed Wheel, all scales and types
- V. Space Vehicles, Real and Fictional, all scales and types
- W. Figures, all scales and types
- X. Prehistoric, all scales and types
- Y. Out of the Box, all scales and types
- Z. Dioramas, all scales and types
- AB. Hypothetical Vehicles, all scales and types
- AC. Miscellaneous, all scales and types

Junior 13-17 years

- AA. Aircraft, all scales and types
- BB. Military Vehicles, all scales and types
- CC. Civilian Vehicles, all scales and types
- DD. Ships, all scales and types

Sub-Junior 12 years and under

- EE. Open, all scales and types

Special Awards

1. SVSM President's Grand Award
2. Arlie Charter Memorial Award—Best Army Air Corps, Pacific Theatre
3. Ayrton Senna Memorial Award—Best Competition Car
4. Best Wheeled Military Vehicle
5. Best Armored Fighting Vehicle
6. Best Junior Model;
7. Best Indochinese Subject (1919 to 1959)
8. Best Japanese Subject
9. Best 1:48 Cockpit Detail
10. Most Unusual Markings or Scheme (all scales and types of models)
11. Most Tasteless Subject (All scales and type of models)
12. Best Collection (as per IPMS/USA rules)
13. Best Weather-Related Subject Awards (two sets)

Schedule of Events

- 9 a.m.-noon—Registration
- 11:45—Judges meeting
- 12:30-2 p.m. — Judging
- 3 p.m. — Awards

Fees

- Seniors: \$3 registration, \$1 per model entered
- Juniors: \$1 registration, .50 per model entered
- Vendors: \$25 per table

General Rules

1. IPMS/USA rules and criteria will be used for this contest. No model may be handled by the judges. Model placement will be handled by the builder. SVSM invites and appreciates members of other chapters in our region to participate by joining our judging teams.
2. The Contest Director will make the final ruling on all disputes during the contest and may split or combine categories based on the nature and number of entries.
3. No model that has won an award at an IPMS Regional or National Convention may be entered in this contest, but winners are invited to place their work on display.
4. Out of the Box category (Category X) is per IPMS/USA rules. Box art and instructions are not mandatory for this contest. SVSM appreciates the honor system, and would also appreciate these supporting materials if available to the contestant.
5. SVSM asks that all contestants keep away from judging teams during the course of the contest to ensure impartiality. Interference with judging teams by the contestants will be handled per IPMS/USA rules—and could render the contestant's model ineligible for award consideration.
6. All model entries will be handled per IPMS-USA rules, and all work must be done by the entrant.
7. SVSM presents the special category for Most Tasteless Subject for the enjoyment of the contestants. We ask that you also remain cognizant of the visitors and fellow contestants' feelings when participating in this special category. Though meant for fun, the category isn't meant to provide a medium for profanity or vulgarity. Please refrain from entries of this nature. SVSM encourages a humorous and whimsical attitude for award consideration. It is advised that the contestants keep this in mind when choosing a subject for this category.

Driving through the tomorrow of yesterday

Continued from page 1

siring to build their own model of these two cars needed to be either lucky, crazy or both if current kit prices were a factor. I found resin knockoffs of this *Revell* kit for \$40 at last year's West Coast Model Expo. A vendor offered that the Lincoln was still so popular an item that even the somewhat crude recast with its poor vacuformed bubble canopy was selling well in his estimate. I passed on it, but at least I knew later what to expect when purchasing and opening this \$13 retail reissue.

With only 27 pieces total, *Revell's* Futura still has an undeniable charm about it. Cleanly molded, the parts have a "heavy and soft" or "ceramic" quality to them which is indicative of their true age. The kit is molded in a mild pistachio green color, with chromed parts and a clear single piece canopy (their term!).

The glass is very well done. In the re-issued kit, the distortion isn't any more apparent than "scale effect" might engender. The parts breakdown is such that the large fins are separate of the rear deck so they suffered no warping. The main body pieces all meet at natural break lines or at a point where the trim is installed so the fine shape is captured well without you having to sand away or rescribe detail.

The interior tub is one piece with the rear deck included. It meets the pedal firewall/instrument deck at a near-natural

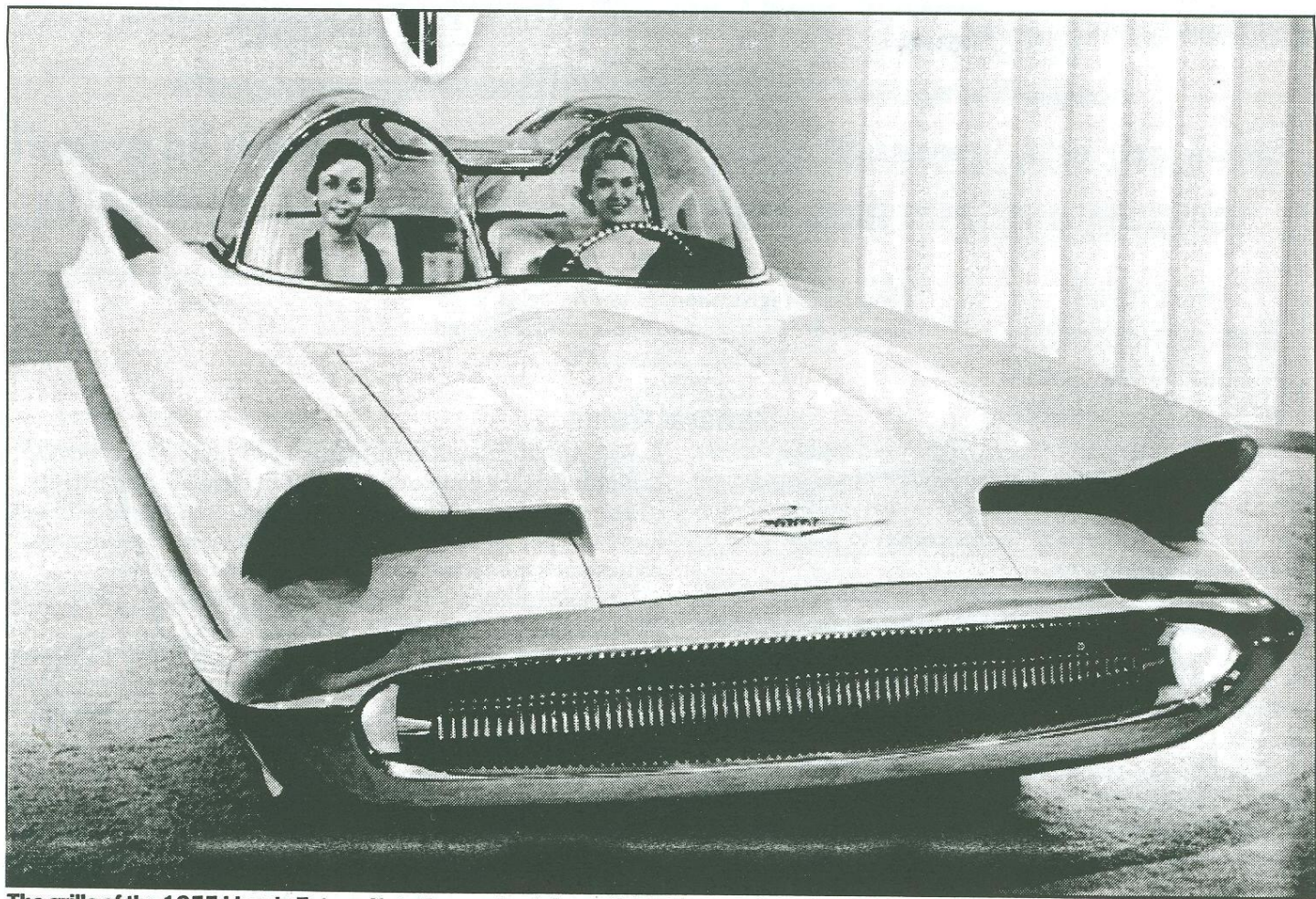
break line as well. Clever painting could satisfy all but the most competitive eyes here, although I sincerely doubt many will build this car "stock" if they intend on competing with it. The lower body shell is a one-piece molding which has a "representative" frame/suspension/engine pan in raised relief, as well as the friction locks for the metal axles. Don't plan on looking underneath this car if "toy" appearances bother you.

The tires are a set of injection-molded halves which look just fine, and the chromed wheel inserts for them are well done, too. The chrome trim pieces look accurate when compared against photos, but the headlights could do with a replacement. To improve the kit in other areas really requires photos or sketches to make the details clear, but I'll flag you as to where to look to add detail, since the instructions are no help:

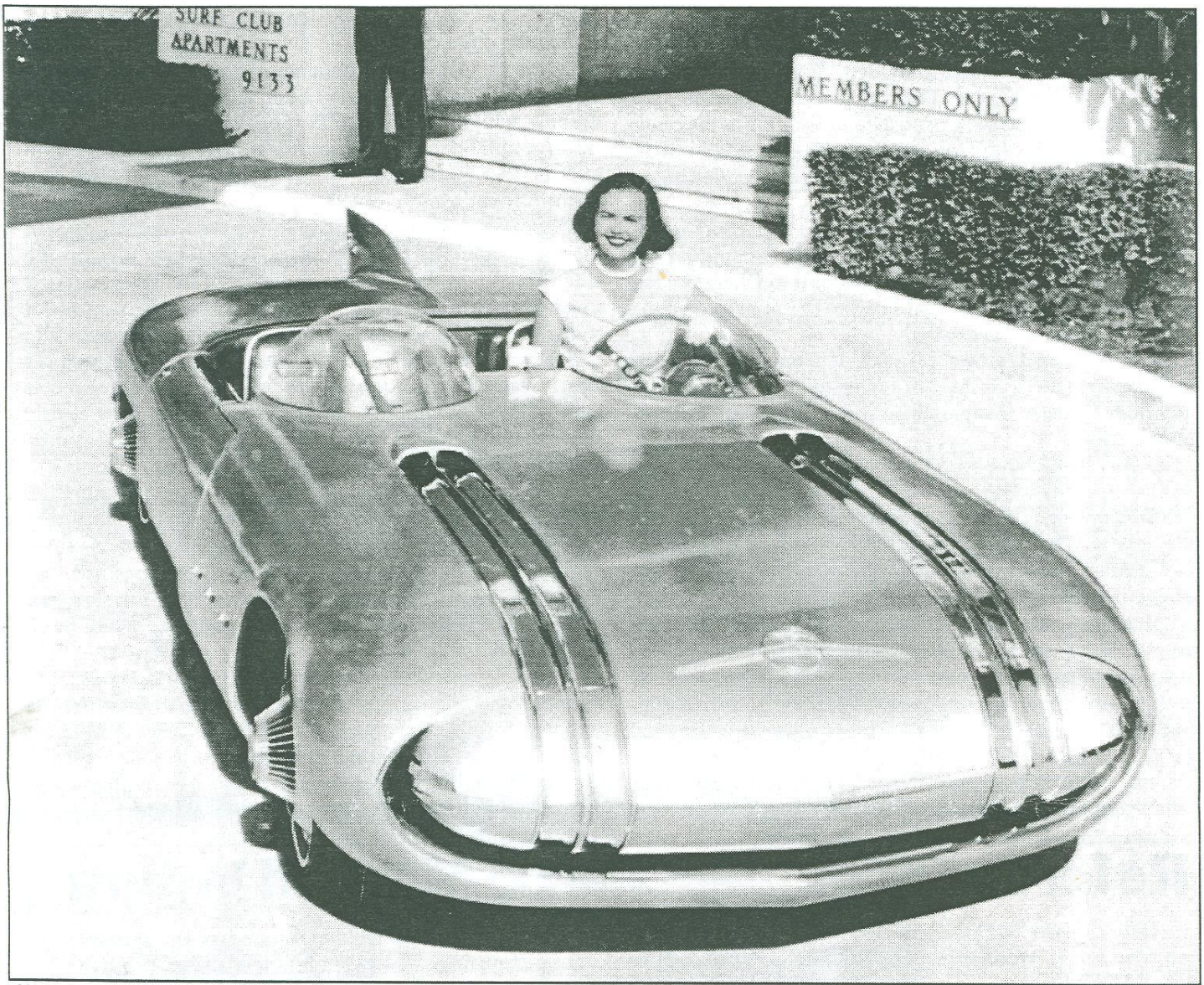
There is a dark (possibly black) case in the center of the rear deck aerial (it's not just an ornament) which is actually a microphone. Occupants of the Futura were effectively sealed in when the canopy and doors were shut. The box art would be the only guide here if you don't have references to point this out.

The front grille actually contained running lights. They're prominent in photos and should be picked out.

The steering wheel (all chromed in the kit) should be



The grille of the 1955 Lincoln Futura. Note the running lights and the ridged steering wheel, both absent from the *Monogram/Revell* kit.



Shark alert: the 1956 Pontiac Club de Mer. Notice the thin, white centerline on the tires, and the shiny, anodized aluminum body

painted up several ways—an interior shot shows a chrome trim ring with the column body painted in a light interior color, with the branches, “bullets” and wheel painted darker. There’s really only a bit of chrome here. Those bullets on the steering branches are turn signal switch bodies, by the way. The inset on the center of the steering column face were gas, speedometer and tachometer gauges, plus oil pressure and water temperature idiot lights. The steering ring actually had a kind of “ribbed” rear face, which is quite noticeable in photographs.

Also clear is the inadequacy of *Revell’s* interior painting instructions, which call for simply “white” on the seats. Black and white shots clearly indicate a multi hued interior. I have found a small but clear color shot of a 1955 Ford company model of the Futura which could be used as a guide here. See the references at end of this article.

Those lumps on the forward dash aren’t mold errors either. They are what appear in photos to be speakers. A rear view mirror is also not provided, although one is mounted on the center of dashboard of the prototype.

The biggest failing of this kit in both the first issue and today’s release is the lack of a true reference for the overall

body color of the prototype. In the kit, the box art alone is your guide, and the pale green is attractive enough. But that one aforementioned color reference and several black and white shots lead me to believe the actual car was more likely white or a warm yellow-golden color (metallic or anodized in character, possibly). Of course, you could do yours in black with red trim for that matter, but it would be nice if some car enthusiast could shed more light on the issue.

I do recommend this kit, even if you are simply looking for a diversion. It really is a conversation piece and not a demanding build.

Thanks again to *Revell/Monogram* and all those who wrote and pushed them into reissuing this “dream that refused to die” at an affordable price.

**1956 Pontiac Club de Mer, reissue by *Revell/Monogram*
SSP: 1995; original: 1956**

A real working prototype, and somewhat an unusual one, that was featured at the 1956 GM Autorama. A two-seat American sports car, the Club de Mer was very low (38 inches to top of the bubble windshield) and long (15 feet), with a shark fin on the rear deck. A shark mouth visage was also very evident in the front end treatment. From some angles the “jet

fighter" look suddenly strikes you instead.

The kit is vintage 1956 modeling, with little sophistication in molding or the details provided. There are 36 pieces, including two metal axles. The special 6.40x13 tires are two-piece moldings which will require some sanding as the center "whiteline" tread is way too raised, and the white trim on tire sidewalls is given an inset that would look better filled before painting.

The body form is very accurate-looking when compared to the available photos (see references at end). Its molding had only two pin holes, each one near enough to where the real car's door pushbuttons go that I had to check twice to make sure no such kit pieces existed!

The interior compartment is well-documented and made up of separate pieces instead of a molded "tub." The driver's instrument cluster is separate so it may be detailed or improved easily.

The only beef I have with the kit's interior is the chromed gear box (part 17). The number "17" is molded quite prominently on one side, with two ejector pin marks on the opposite side, followed by a very distinct part line down the center of the molding. This all means some work for the competitive or detail-oriented modeler here.

A plus: the windshield bubbles are well-molded clear pieces (not REALLY thick). Chrome trim pieces even include the stylized Pontiac arrow for the front end. This works better for this feature than a raised mold feature on body, which is employed well for the PONTIAC lettering on the front and rear.

There are no engine parts provided, so the front wheel wells could benefit from some added filler pieces to keep the critical

viewer's eye from the distraction of this empty area.

My only other negatives on kit are common to kits of this type, and that is the poor documentation of proper finishes. The kit's base plastic is powder blue. The box art concurs with the blue, while hinting it may be more than meets the eye. The "facts" blurb on the instruction sheet gives "brilliant vermilion" as your guide to the of red of the interior, which also features silver trim.

For reference, the box art again shows red wherever you can see the inside. The tires are black with white trim on the sidewall, as was the curious centerline of the white painted tread. Those are all the clues the model gives to the modeler trying for faithful accuracy in his rendering of this vehicle!

Hold on, this time I can help you. One of my references clearly states the Club de Mer was "anodized pale blue rather than painted aluminum." Shots in two references clearly show the tires indeed had a white line in the tread center, approximately half as wide as the sidewall trim. I could not verify the color of the Club de Mer's interior independent of the instruction sheet. It's likely it's the same shade the steering wheel ring was molded in, which the instructions sheet neglects to tell you to paint (it starts out a chrome part).

Another detail for the completist: a set of over-the-shoulder "V" seat belts, which are supposed to be at the top of those bucket seats.

Overall, *Revell's Club de Mer* kit builds up into a rather nice example of the classic '50s "modern" styling and captures its prototype well. I never got to build one originally and I actually considered it somewhat ugly as a styling exercise. But the car definitely grows on you, and I recommend you pick one up now while they are somewhat cheap.

References for the Club de Mer and Futura

(Note: these are just the references I had on hand. Other, and possibly better, references may be available that I'm unaware of.—Mike Burton)

Club de Mer

Assembly instructions for kit 1223 Pontiac Club de Mer "Interesting Facts..."

Cars Detroit Never Built, 50 years of American Experimental Cars, Copyright 1990 by Edward Janicki. Sterling Publishing Company, USA. Approximately \$30

On pages 68—69 are two very clear large black and white shots, one a nose-on 3/4 view from the driver's side in a studio and the other a profile from the passenger side, set outdoors with two adults standing near the rear, which gives good sense true size of vehicle.

The Automobile YearBook of Dream Cars: Their Design and Development, Copyright 1981 by Jean-Rodolphe Piccard. W.W. Norton & Company, USA. Approximately \$50

Page 64 is a large black and white shot, head on and overhead, of the Club de Mer with a woman at the wheel, apparently just pulling away from the "Surf Club Apartments" in her sporty Pontiac. The skinny white line in the center of the right front tire is just visible, and the reflectivity apparent in the body finish definitely lends credence to the text on the following page, which states the body was

aluminium anodized pale blue rather than being painted.

The picture has a "'50s Sci Fi B-movie" flavor to it lent by the effectiveness of the photographer's setup, and the suspension of disbelief to accept as natural a very unnatural car comes about without effort.

Lincoln Futura

Assembly instructions for kit 1270 Lincoln Futura "Interesting Facts..."

Cars Detroit Never Built, 50 years of American Experimental Cars, Copyright 1990 by Edward Janicki. Sterling Publishing Company, USA. Approximately \$30

The book includes two very clear large black and white shots. One is a rear head-on view which gives a great idea of the tail light treatment, the true character of the aerial with microphone, the licence plate ("Futura") and the actual cloudiness of the plexiglass canopy. The other shot is a more commonly-seen one from the side showing the car in winter scene pulled in front of company design group building. Nice but not nearly as informative for the modeler seeking details.

The Automobile YearBook of Dream Cars: Their Design and Development, Copyright 1981 by Jean-Rodolphe Piccard. W.W. Norton & Company, USA. Approximately \$50

Page 38 and 39 have four photos, including a great close-

up of the steering wheel, dash, and dashboard plus a large head on 1/4 view taken in a studio that gives you an excellent view of the front headlight and running light treatments, grillework shading, and overall body finish. Page 39 is a full page overhead photo looking down into the Futura, which has the driver's door open as a woman exits. The details of the opened canopy and interior "colors" are just priceless. This one book could serve anyone who tires of looking for a reference on this and the *Revell Club de Mer* kit, and it can be found cheap in used book stores or contest vendor areas.

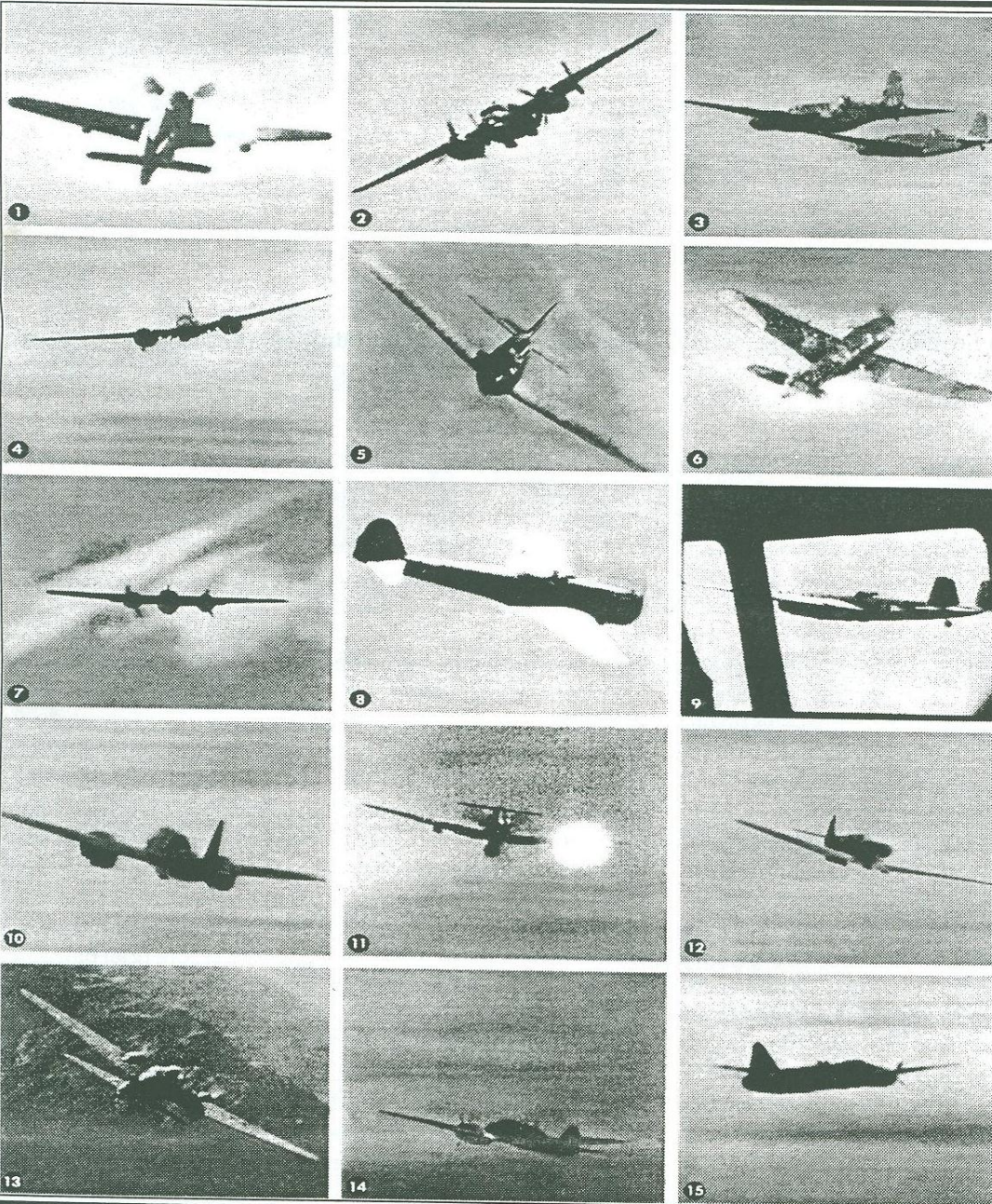
Yesterday's Tomorrows—Past Visions of the American Future, Copyright 1984 by Joseph J. Corn and Brian Horrigan. Summit Books, USA. \$18

A record of a traveling exhibition of American popular culture which the Smithsonian Institution put together. A historical and socio-political text accompanies each por-

tion, and Detroit dream cars figure in here more than just within the "Golden Age of the Car of Tomorrow." It is page 102 of this book on which I found a clean, clear, color shot taken from above of a model of the Lincoln Futura. Similarly posed to the shot of the real car in the *Dream Cars* book, here the canopy and doors are closed. The unfortunate part is that the model is lit from the rear by a magenta light, and a white spot is used for the front, but the printing process color adjustments could well have been influenced anyway so the colors are suspect. It appears this 1955-built Ford company model is yellow/gold or gold overall, with a black or deep mahogany brown interior for the dash, deck and seat cushions. A pearlescent or glossy white or pale gray was used for the seat outer cushions, and the steering column, dash fascia, and center divider appear to be similar hues. Of course, it's only a model and possibly not at all prototypical, but I offer it up as a reference to be found.

AIRCRAFT IDENTIFICATION QUIZ

These photographs appeared in a 1944 magazine for servicemen. It's more than 50 years later—can you name these classic World War II German, British, American and Japanese aircraft? Answers appear below.



1. Zero
2. B-25 Mitchell
3. Sally
4. Dinah
5. Hamp
6. Kate
7. Do 17
8. Oscar
9. Nell
10. Nick
11. Fw 190
12. Spitfire
13. Peggy
14. Irving
15. Betty

JANUARY MINUTES

Bruce McBride announced at the January meeting that we've donated 400 kits to the Veteran's Hospitals—an increase of 150 models over last year! They'll be used at the Menlo Park and at Concord hospitals for recreation, and the snap-together models we collected will go to their rehabilitative services. We held an auction for five very big models at the meeting, and we raised enough to buy 40 snap-togethers to add to the donation! Keep in mind that this donation equates to more than eight models per member! A big thank-you to all who participated, and especially to the drive's organizer, Bruce McBride.

Rumor has it that Moffett Field will again host an airshow, this August on the 23rd through the 25th. Stalwart Cliff Kranz, who acted as a chapter liaison during the Navy days, says he'll check out this air show and the possibility of our having a display of models as we used to at the annual show.

In model talk, Ralph Patino put all of us crybabies who complain about bad kits to shame with his scratchbuilt 1:25 Caterpillar 170-ton diesel shovel. Ralph used sheet plastic, electrical wires and instrument dials cut out from a Caterpillar catalog he picked up from Karsten Daur. Next to it was his first scratchbuild, an airport firetruck, which he says looks crappy—but is still a lot better than your editor could do from sheet plastic and wire! Matt Reich is into jets in a big way—1:32 to be exact. His *Tamiya* F-15 wears a ton of decals, all from the kit, and an air superiority scheme, and his *Monogram* RF-4C looks terrific in spite of a nose-first collision with the ground befitting of a Rhino. Frank Babbitt used pastel weathering, home-grown details and *Gunze* paints to bring out the character in *Monogram's* 1:48 Do 335 Pfiel. He says the plastic in the kit is brittle, but any problems this may have caused him were not visible. Jim Priete has just gotten started on a *Hasegawa* 1:72 Ki-44; how he's going to get it into Fleet Air Arm markings is a mystery at this point. Chris Bucholtz finally finished his *MPM* XF-85 *Goblin*, with scratchbuilt canopy and ground dolly and a natural metal paint job. Chris' new projects: a 1:700 *AFV Club* Knox-class frigate and a 1:25 *Revell* Peterbilt wrecker he's converting to a three-axle version used by Great America Towing. Jim Lewis' M35 Reo gun truck, as seen in last month's issue, appeared on the table armed and armored to the teeth. Tom Trankle's experience with his *Tamiya Spitfire* Mk I was a good one—he added *Eduard* details, *Superscale* stenciling and a subtle wash to make the Spit shine. Now Tom's starting a second Spit, a Mk V this time. Bert McDowell shipped in three battleships—a *Hasegawa Wisconsin*, a *Fujimi South Dakota* and an *Aoshima North Carolina*—which span the range of quality in kit manufacture. Jim Rasp's 1:144 B-52 was missing a wing, thanks to a 2-year-old whose could aptly be re-christened Sam. Jim says the engine nacelles are a bit of a problem, but otherwise the little BUFF goes together very nicely. Eric McClure's building the ultimate hedge trimmer: an M113 with a Vulcan 20mm cannon by *Italeri*. It's fairly easy and fun, Eric says. Stan Muniz built a unique Il-2 Stomovik, a radial engine test-bed the Soviets really built! Stan grafted an Fw 190 front end onto the storm bird, giving it a less pointy but more aggressive look. Larry Roberts used *Tally Ho* decals to present the Hungarian Air Force with an Fw 190F-8, and extended its range with

Hasegawa drop tanks. Dave Balderrama built the *Testors Alien* with a special medical probe/hot mitt attachment, shedding new light on what E.T. meant by "Ouch." Dave's also building a 1:72 tank to provide him with a change of pace. Brandon Christopherson is building *Revell's* big U.S.S. *Missouri*, and he's completed painting the interior details of a 1:48 *Monogram* B-25. Rob Mackie said his 1:72 St. Chamond World War I tank by *JMGT*, a Scottish firm, is the best resin kit he's ever built, complete with photo-etched and white metal kits. The job Rob did on it complements the kit manufacturer's work. Rob also build a PAK 43 88mm anti-tank gun in 1:32 from *Verlinden* and brought out the details in the kit with a well-applied wash. Milt Poulos' next big jet will be a 1:32 F/A-18 *Hornet*, which he displayed in progress. Jim Gordon took Steve Martin seriously when the comic said "Let's get small;" his newest ship is a 1:2400 carrier, complete with air wing on deck. Jim also showed a 1:700 ship's catapult from *Tom's Modelworks*, and a resin master for a kit by *Rhino Models* that he's built. Jim's also showed his best-of-show diorama from the Sacramento contest in December. Ben Pada's already thrown himself into *Tamiya's* new P-51B; he showed the new kit and a "D" model for comparison, along with his *Hasegawa* Zero type 22 and his *Mauve* P-40N, to which he's added the *True Details* cockpit and dropped flaps. Al Gonzalez backdated his *DML* T-72 to a T-72M-1 with the addition of gill armor from *AEF Designs* and the viewfinder from a *Lindberg* T-72. The tank appears as it did as it entered Kuwait, Al says. Michael Fletcher scratch-built an interior for his 1:48 *Arii* P-47 *Thunderbolt*, something he didn't have to do for the 1:144 *Otaki* C-5A *Galaxy* he also displayed. To show comparison, Michael also built a 1:144 F-102 *Delta Dagger*, which appears tiny next to the C-5. Michael said the F-102 kit has no gear doors—but who can tell in that scale? Leon Venter got a late start on his *Monogram* P-51D for the regional, so he's hacked it up to model an early "D" model. Leon also built the *Revell* Douglas *Skyrocket*, not because he likes the kit but because he hasn't seen one built in quite a while! Mike Ackerman is perhaps the oldest member of the club who actually "plays" with his finished models; his E-4 Eindecker conversion, Fokker D III conversion and his out-of-the-box *Esci* Nieuport 17 are all meant for use in a WWI war game Mike's fond of playing. Rich Pedro is midway through a new *AMT* F7F *Tigercat*, the fit of which he says is great. The model is missing cannon barrels, which is a mixed blessing because a real modeler can replace those easily with better substitutes, Rich says. Like Ben Pada, Rich has added a *True Details* cockpit to a *Mauve* P-40N, which he says is a simple and easy kit except for the canopies. Rich is also at work on a vinyl figure from the *Crow*; this simple kit has four pieces and lots of strangely-neglected tooling scratches, which Rich says he'll clean up before final painting. Randy Rothhaar displayed the "Huey from Hell" (see article this issue) and showed off a modeling newspaper that featured his scratchbuilt U.S.S. *Pasteur* from *Star Trek: TNG*. He's now building a Cardassian space ship from scratch to add to his star fleet, along with a 1:32 *Monogram* RF-4C, and his HH-3 *Pelican* conversion continues. Randy's bolted sections of two *Hasegawa* SH-3 *Sea Kings* together and scratchbuilt a new tail section for the rescue bird. Tom Bush Jr. took a junked

Lamborghini, mounted the wheels in a new way, and modeled the car from *Back to the Future*. He also displayed a jet-black *Aurora 727*, an all-silver 1:144 Spruce Goose, and a *Hobbycraft Vampire*. Tom Bush the elder displayed a nifty little yellow bomb of a funny car, along with two 1950 Chevys and a pair of scratchbuilt Model A chassis that make up his current projects. Cliff Kranz built the *DML E-100* tank and used the kit's brass parts in a unique way: instead of gluing a strip to the gun barrel with "rivets" cut into it, he used the brass strip as a template and drilled the holes using a pin vise. Laramie Wright had the big and the small of it in the shape of

a *Tamiya T-62* as it appeared in 1962 (Laramie says the Concord book is a great starting place for anyone doing a T-55 or a T-62) and a TKS Tankette, a little 1:35 one-man Polish tank that could probably fit in a T-62 engine compartment.

And the Model of the Month goes to... Haluk Arim, who did a terrific job with *Aoshima's* rather dreadful kit of the IJN *Soryu* and detailed it with brass parts from *Tom's Modelworks*, re-drilled all the portholes, re-scribed the deck and cleaned-up airplanes. The ship appears as it did while en route to Midway. We hope your model has smoother sailing than the original!

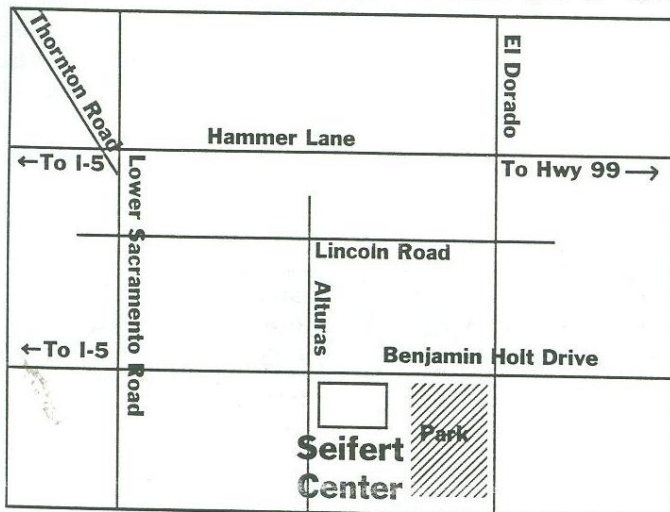


IPMS STOCKTON TOMCATS

Proudly announce their 1996

PLASTIC MODEL CONTEST

**Saturday, March 16 from 10 a.m. to 4:30 p.m.
at the Seifert Community Center**

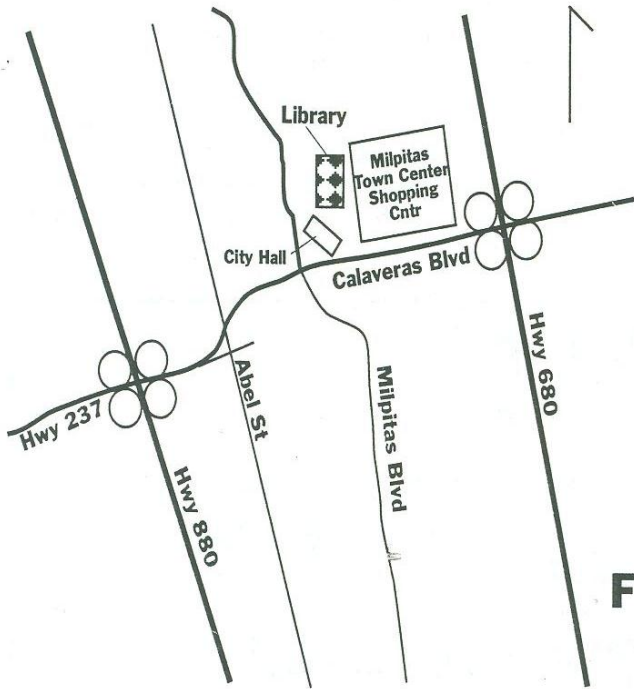


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**Special Themes and Awards:
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Forces Subject; Best Wings of
Gold; Best Civilian Subject
Plus 26 senior, 4 junior and
1 sub-junior category**

More information: Bryan Finch (209) 478-1730

Vendor information: Bob Phillips (209) 478-1730



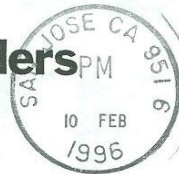
Next meeting:
7:30 p.m.,
Friday,
February 16

at the Milpitas
Public Library,
40 N. Milpitas Blvd.

For more information, call the edi-
 tor at (408) 247-2204



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