



# THE AFTER MARKET SHEET



VOL. 48A, No. 4A [WWW.SVSM.ORG](http://WWW.SVSM.ORG) APRIL 2014

A Publication of the SVSM Chapter of International Plastic Modeler's Society, USA

## ***RED's Roofies or aka too, TWO Fords In One***



### ***“KIT BASHING A COUPLE MODEL CAR KITS” 1:25 Scale 1960 & 1961 FORD AUTOMOBILES***

Text by: Rodney J. Williams

Model Photos: Rodney J. Williams ©April 14, 2014

With a whole bunch of photos and lots of words, *you* can learn how to do a “bang-up” job on a couple of 1:25 scale AMT/ERTL Ford car kits, from one of the great “master-modelers,” which is yours truly.

*(continued page 3)*

**Editor's MisBehavings** – this month's editor, Mick Burton

**“ Remembering Old Friends, Gone Now But Still Key Part of Newest Rendering of Shared Fun ”**

SV Classic Number One saw many good milestones and knitting together over 50 years of people building a great history. Not often seen because intended a “surprise”, the Service Award in Memory of Tim Curtis. Shown here between the two

we gave out this year, to two deserving souls who never got chance to know him !



Now, we'll show dear Angelo the award we gave in his honored memory, along with two shots of the 1/43 scale winner of the first one ! This little racer beat out some larger scale competition, to be sure.

Methinks that my friend Spad be sharing a beer, mulling mayhaps this decision over with our friend Tim about now. Godspeed to them both, and to the future for us all. – mickb (of the Second Generation)

**EDITOR'S TABLE OF CONTENTS APRIL 2014 AFTERMARKET**

- 1) BEGIN SAGA OF SMASHING UP A FORD CLASSIC CAR BY RODNEY (resumes at 3 until 11)
- 2) EDITORIAL/TABLE OF CONTENTS
- 12) NOTICE OF MAY'S CLUB CONTEST “The Eighties” PLUS an IMPORTANT UPDATE TO NOVEMBER “SHARK” CONTEST
- 13) REMINDERS ON OTHER UPCOMING ( 4 ) CLUB CONTESTS FOR 2014 ALREADY ANNOUNCED
- 14) BONUS PHOTO GALLERY OF R J WILLIAMS STARLINER FORD PROJECT (three pages)
- 17) SUPPLEMENTAL COVERAGE APRIL 2014 SVSM Meeting (Table Items not shown in MAY OSS)
- 19) “SVSM SPEED BUILD WINNER” from APRIL “90 Day Wonder Mark III” Club Contest
- 21) REMINISCENCE (WAYBACK MACHINE) “OFFICER MEMORIES & MEETING HOUSE MOVES” Number Four of a series
- 27) CONTINUED REMINISCENCE “ OUR FIRST OFFICIAL NEWSLETTER, FIRST EDITION ! ”

**REVEALING WHAT IT TAKES TO REALLY RECREATE A STARLINER OF SIXTY ONE**

*(cont'd from page 1)*

I started out with a long one-way 450-mile trip to the annual “ModelZona” contest which is held at the “CAF Museum” in Mesa, Arizona last November. This was my fourth visit to the contest, which is sponsored by the “IPMS/USA CRAIG HEWITT” Chapter in Phoenix, Arizona. As usual the event is held in one of the hangars at the museum. The staff opens up the large hangar door, which gives everyone plenty of light to view the many vendor tables, plus we have plenty of light to view and judge the models. Wow, what a show they put on.

FYI: Bring lots of \$\$\$ as there is usually 2,000 or more kits for sale at BARGAIN prices.

Ed Fisher lives in Scottsdale, Arizona so I stay at his house. He is a high school buddy of mine from the late 1940's. We lived in Portage Lakes, which is near Akron, Ohio.

Ed came over to the show with me even though he does not build models. However, for the past 20 years Ed does buy and sell restored old cars.

While at the show, Ed found out that you could convert two available model car kits and make one car out of them to represent his restored 1961 Ford “Starliner.”

A fellow modeler who was a vendor at the show *stated the following:*

**All you have to do is cut the tops off of both kits and then put the top of the 1960 Ford on the 1961 Ford.**

The 1:25 scale 1960 Ford Starliner and the 1961 Ford Galaxie were made by AMT/ERTL.

After a great time at the show we came home to Ed's house,

The first thing that “we” wanted to do was to look at these two car kits. With a “quick” review of both kits that Ed had, it kind of let me know that there would be some additional work to produce an accurate one that would represent Ed's historical 1961 Ford Starliner.

While in Arizona I took a few 1600 x 1200 dpi digital images of Ed's car with my Canon camera, as I would need them for reference during the car's building process.



**CONSTRUCTION**

My “first” photo shows the 3 inject mold parts that make up the 1:25 scale AMT 1961 Ford “Galaxie-Styleline” kit. I placed an American “penny” on the car body's top to show a relationship to size.

The interior tub is molded as one piece. I knew it would present a minor problem when it came to painting the two different colors on the seats, side panels and under the dash.

The bottom section of this kit had everything molded into it. AMT provided 4 metal screws to secure this section to the top body portion of the kit.

The second photo shows both car bodies side by side.



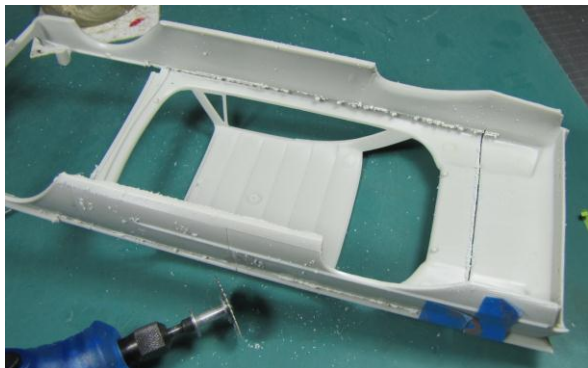
### Remember what that guy said ?

*“ Just take the light grey top off its body and put it on the white car body. ”*

To start with some of the revisions, I measured both car tops. Thus found out that they were a bit different in width and length. The top of the 1960 Ford Starliner kit was 2.620” wide while the width of the ’61 Galaxie was only 2.528” wide. Converting these measurements to real inches equals about 3/64.” No big deal as I could trim down the sides of the ’60 Starliner’s top and enlarge the opening of the 1961 Galaxie’s body. Soon, I would find out how it would affect the conversion process.



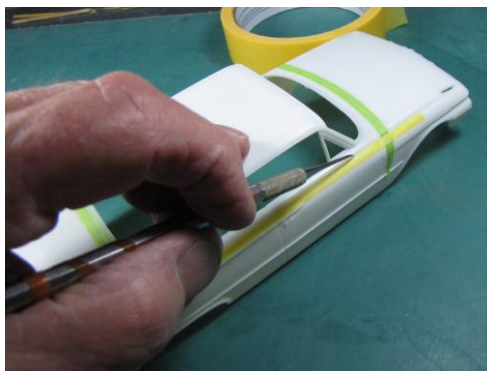
I carefully removed both of the car tops, proceeded to install the ’60’s top onto the ’61 body. It was no great problem but it took several hours to get the top and body to fit properly.



The photos will show you that the top rear section of the ’61 Ford was much different than the top of the 1960’s body. In plain English, the two sections did not fit together worth a darn.

More photos show how to carefully trim away the kit’s plastic of said top to fit the body of the other car. Of course I had to keep in mind that the pre-cast clear rear window would still fit properly in its designated area.

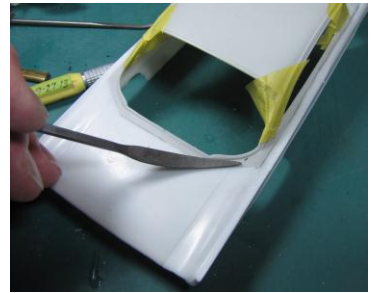
I sure as heck did not want to build a mold and “vac-u-form” a new rear window.



Notice how much longer the 1960's top is compared to the '61's body. It takes up half of the trunk space.



The front of the '60's top had to fit next to closed hood area of the '61's body. So, it was "cut-n-fit" until it fit, then it was time to do the same for the rear section of the top and body of the car parts.

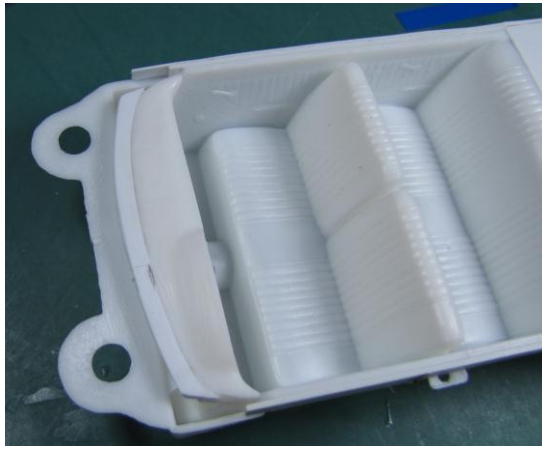


More photos show this process.



### INTERIOR TUB REVISIONS

When I work on airplanes we call out this area of the model as the "cockpit," so I wonder if we use the same name on the car's interior?



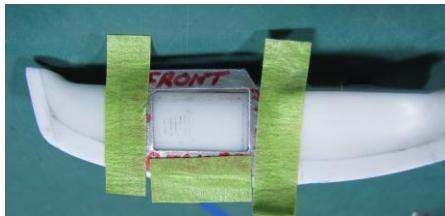
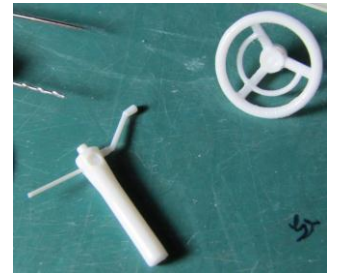
I dry-fit the instruments one piece unit into the car's interior tub, then dry fit tub into newly revised car body and top.

This presents two problems, which are easy to fix.

I have to add additional flat styrene stock to the front of instruments cover, (dash board).



I have to remove the rear deck that is molded into the top of the rear seat and build in a new one that is much longer.

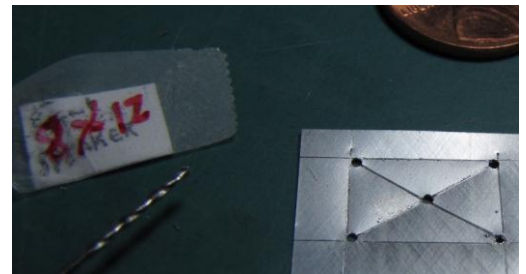


There was a chrome radio speaker attached on the rear deck just behind the back seat. I made one out of some flat styrene stock and painted it with some chrome silver paint. It was attached to its location later with ordinary "Future Floor Finish"

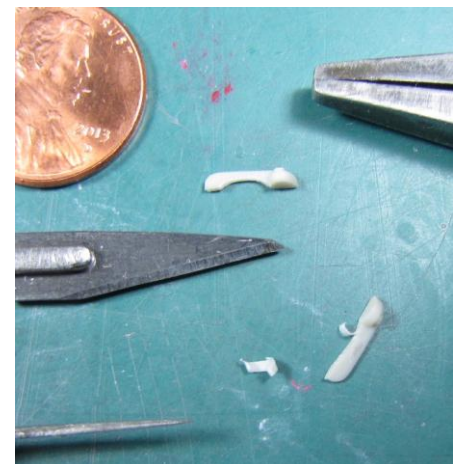
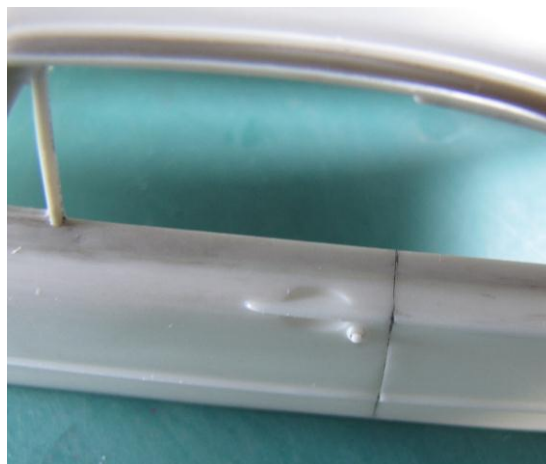
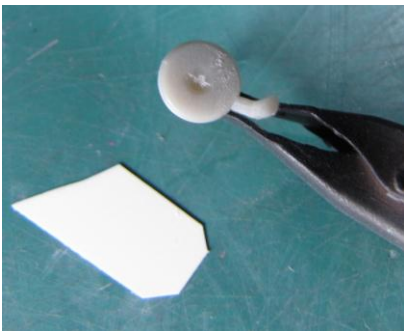
I hand-made the front speaker's scribing template with some .005" thick aluminum "cola/beer" can material.



I have made "scribing" templates like this since 1986.



I revised both outside mirrors and door handles.





I moved the outside radio antenna from the left side of the car to the right side.



Ed's historical 1961 car had chrome fender skirts. Neither car kit had them so it was back to "scratch-building."



I removed some of the plastic on the inside of the car's body area around the openings of both rear tires. I hand crafted the fender skirts by using .015" thick flat styrene stock, (see enclosed photos).



My "skirts" were painted with Tamiya X-1 Gloss Black paint, then they were over-coated with "Alclad II Lacquer- Chrome/ALC 107" paint.

## PAINTING THE CAR

Ed's real car had a blue-green/silver flake custom paint job. He was able to buy a bottle of the urethane paint, #3579 in Scottsdale, AZ. The paint was much thicker than honey, so I took it down to the local NAPA dealer here in Cortez, Colorado .



The salesman sold me a quart bottle of Martin Senior Paints, "Cross/FIRE PLUS-X - CR732" cool reducer for \$20.00.

### **CAUTION WHEN USING THIS TYPE OF REDUCER:**

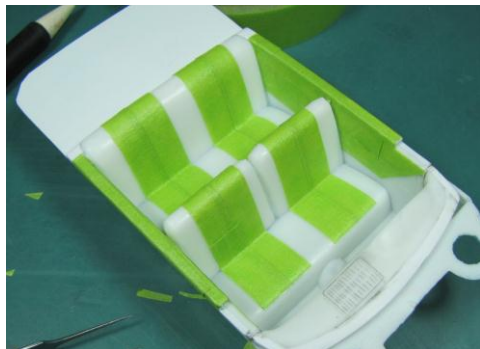
*Use only with adequate ventilation and keep it away from any flames/fire, etc.*

I mixed my new paint with at least 4 parts of this "reducer" and sprayed it on some spare kit plastic with my Badger-200 internal mix airbrush @15-20psi. I was 100% satisfied with the end result.

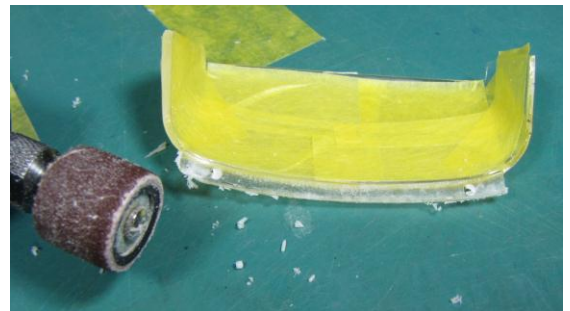
**A bit more "CAUTION" is at hand: The reducer will melt your plastic upon contact.**

I washed the car's interior tub with denatured alcohol, let it dry. Then used my new FROG yellow masking tape as I masked off the tub and sprayed on the new blue-green paint.

I've been using this Frog tape for a few months and it leaves no tape residue even after 2-3 weeks on the model. There's no ID type number on the tape. However you can't miss seeing it at True Value, ACE Hardware, or the WALMART stores as it comes in a half-round yellow plastic container.



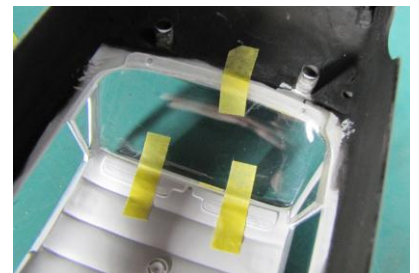
After a few more minor revisions,



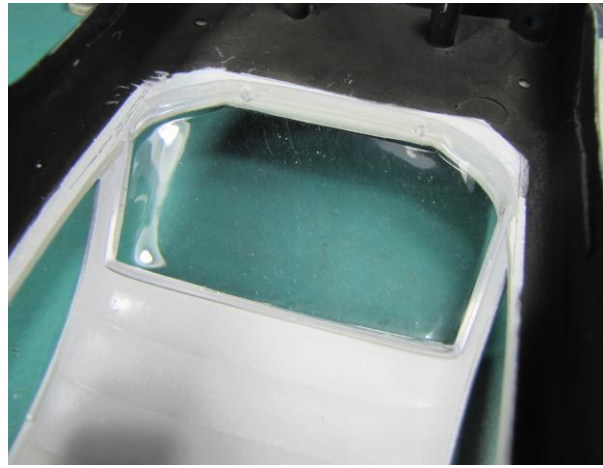
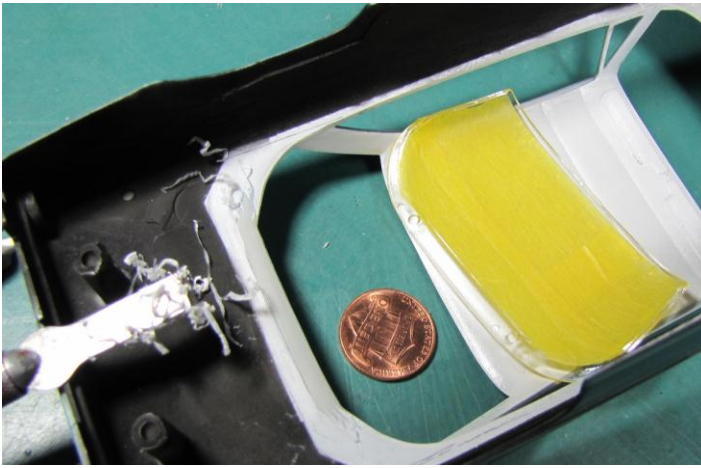
the front, rear clear plastic windows were glued in. This accomplished by using a combination of Future Floor



Finish, and a few micro-dots of CA (Super Glue)



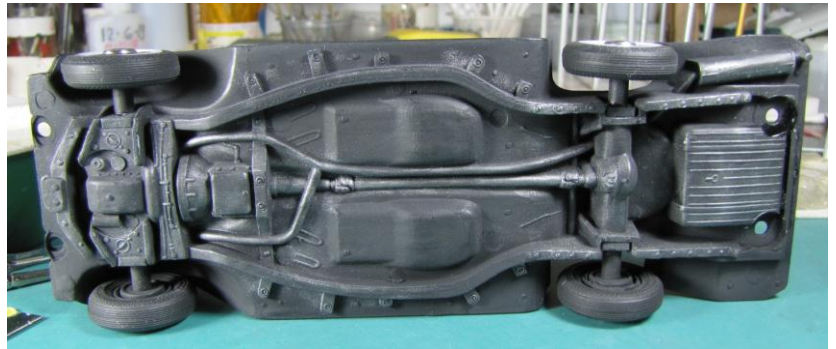




The bottom frame painted with Tamiya XF-1 Flat Black paint, then the tires were attached. The tires had white wall inserts and fine looking chrome hubcaps.

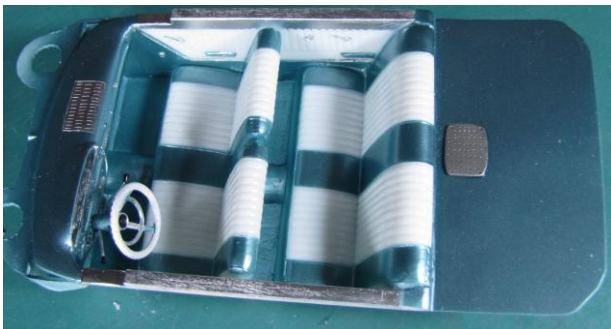
Several of the AMT “chromed” kit parts were “de-chromed” in my “green colored” tire cleaner that I bought several years ago.

They were washed first with denatured alcohol, next washed again with soap and water. When dry, then were painted with Tamiya X-1 Gloss Black. Next, over-coated these “once chromed, now black” parts later with Alclad-II Chrome paint.



The car’s inside “head-liner” was painted with Tamiya X-2 Gloss White paint.

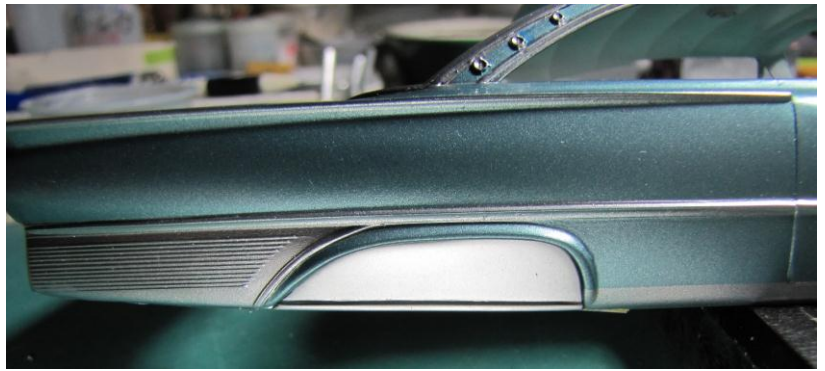
Next I mask off the clean white kit plastic tub and applied the new blue/green silver flake paint. I lucked out as none of this paint bled through the yellow Frog tape. The tub was gloss-coated with Future. The pre-painted dash was installed along with the painted steering wheel. Satisfied with this part of the construction I glued the interior tub into the car body



I attached the car’s bottom frame to the top section of the kit with the 4 screws.

Then I had to make sure that *ALL FOUR WHEELS* set firmly on my clean flat table top. Wow, all is okay!

I install the 2 finished bumpers and tail lights, including the hand-made fender skirts. The finished mirrors, door handles and radio antenna were installed using Future Floor Polish as an adhesive.



The car must be finished ?, I have no left over parts. So I inspect the model and it “must” rate a 9.5 on a scale of 1 to 10. Even though I’m building the model for a friend, it still must be excellent, as if I were building it for one of many other clients that I have built for over the past 27 years.



## PHOTOGRAPHY

I have used ordinary 2’ x 3’ thin white paper and pin it to my model shelf, roll it down on my table and apply some tape. My lighting is “daylight-6700K” fluorescent curled tube lights in my swivel desk lamps.

I just take a whole bunch of digital images and download them into this Apple PC, then play with the photos with our Adobe software program.

After nearly 200 hours of labor the car was finished. It was carefully packed inside a box lined with foam and bubble wrap and shipped off to Scottsdale, AZ.

Ed was blown away with this model and is quite happy these days.

How much was I paid? It’s between \$1.00 and \$5,000.00 and neither one of us will divulge that data.

This model is one of 19 cars that I have built since 1993.



“ENJOY THE RIDE “

Rodney

-----  
Life Member-SVSM & Fremont Hornets  
Life Member: The Society of Air Race Historians, (SARH).  
Past Member of IPMS/CANADA  
Present Member of: IPMS/USA #21268

Replies welcome @ [fox7077@gmail.com](mailto:fox7077@gmail.com)

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***NOW WE WILL TAKE***

***A SHORT BREAK***

***in THE MODEL ACTION HERE for UPDATES of UPCOMING CLUB CONTESTS***

***( and then there'll be a Bonus Gallery of Finished Two For One Ford ala RJW )***

**SVSM EDITOR'S CONTEST MAY 2014 "The 80s" (aka Modelling Miami Vice II)**



ANY and ALL "F-80s" for a start ! (F-80, F-82, F-84, etc) Olds "88" cars. Any 88mm weapon/system. T-80s. Any 1980s auto marque. Convair 880 or 580. Airbus 380. Work on the seed, find a way that fits your need.



In any case, ENTRIES MUST BE FINISHED. Previous entrants and/or past winners of previous Club Contests are welcome to compete, although Editor would expect SOME NEW content this time out. The basic range of subjects seems to offer enough chance for that. We'll see what happens...

**NOTAMS (NoTice to All ModelerS) regarding the last Club Contest 2014 SVSM EDITOR'S CONTEST THEME NOVEMBER 2014 "THE SHARKS SPECIAL"**

Celebrating San Jose's puck head connection, with a twist. ALL Shark Mouthed vehicles, EXCEPT for P-40s !, are eligible to compete. Since Editor and his adviser VP happen to like them, ANY C-2 Corvettes also eligible. (Ask WHY? Easy. they are directly connected by "Mako Shark" design exercise. Also fits for this "Special")

\*\*\*\*\*

**BREAKING NEWS! NOW "C-3" CORVETTES ALSO ELIGIBLE THANKS TO MAKO SHARK 2 car** And the worthy persuasive efforts of "Auto Bill" Bauer, who lobbied the Editor on this matter among others ☺

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Usual \$ 10 per win. ☺ Why NO "mouthy" P-40s? The Editor's gold, he makes rules. *They're cliché.*



**SVSM MEMBER'S CONTEST THEME JUNE 2014 "THE F-1 CHALLENGE"**

For ALL F-1 Cars of any era, plus if that doesn't suit you, also open to Century Series a/c, also Certain Mirages, Fords and whatever other clever rules benders can devise...

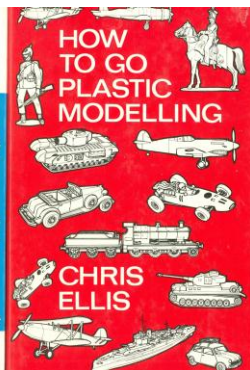
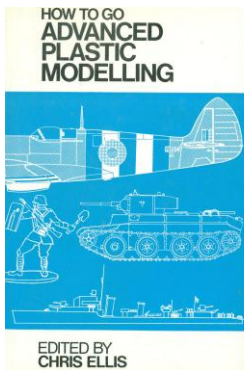


**SVSM EDITOR'S CONTEST JULY 2014 "DAY OF TRINITY"**

As some fun, here's the basic outlines: Simplest entry method, bring to enter any group of three "NEW" to our table subjects you built. Or slightly more complex, a single entry on a "Tripled" theme. (TriMotor, TriJet, Tri Wheel Auto. NO, Tricycle gear aircraft by themselves, aren't okay as single entries). Or, go for nuclear option, again, single entry subject allowed as long as it's clearly "The BOMB". Nuke weapons (ICBM, IRBM, SLBM, Tactical missiles as delivery vehicles. Bombs, too.) Subs, Aircraft, Armor delivery vehicles, NOT eligible alone.

**SVSM MEMBERS' CONTEST OCTOBER 2014 "THAT '60's CONTEST"**

FOR THIS ONE in MORE DETAIL, please go to [www.mickbmodeler.com](http://www.mickbmodeler.com), at drop tab "club contests"



If you remember "1001 Model Aircraft Ideas" Quarterly magazine, this contest is for YOU !

If you recall when Sidney P. Chivers with his "Scale What-have-you" magazines seemed to be nearly the end all and be all for US modelers retail "detail and scale advanced references" ?...

This contest fits you to a "T". Since the Editor is fond of Seattle IPMS "NABBROKE" award thought we should try our own version "Nostalgic Aging Baby Boomer Reliving Old Kit Experience"



**SVSM EDITOR'S CONTEST THEME NOVEMBER 2014 "THE SHARKS SPECIAL"**

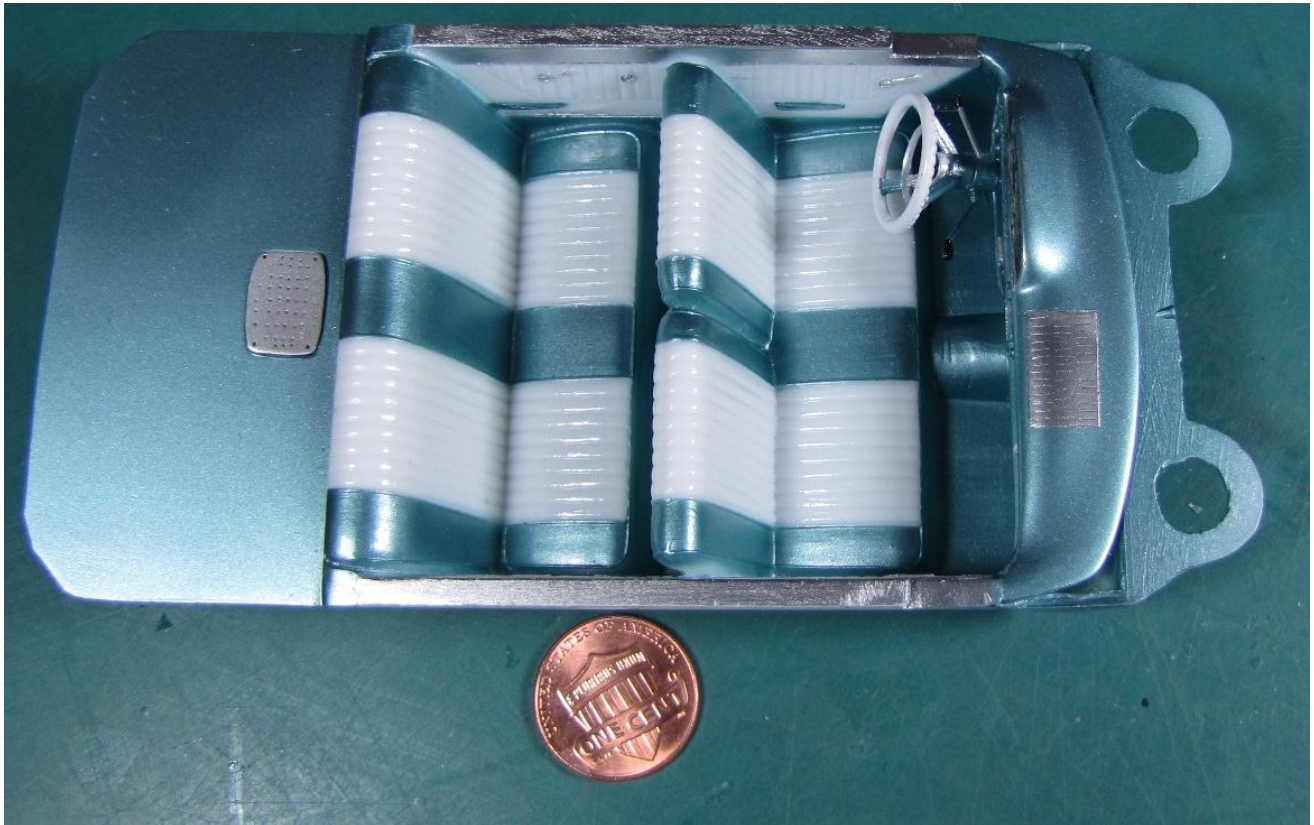
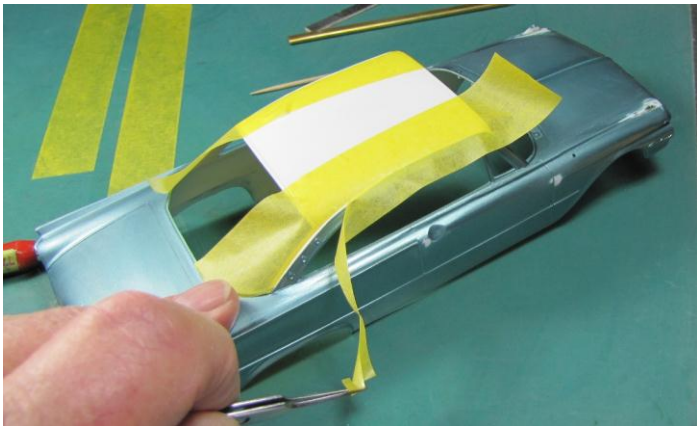
Celebrating San Jose's puck head connection, with a twist. ALL Shark Mouthed vehicles, EXCEPT for P-40s !, are eligible to compete. Since Editor and his adviser VP happen to like them, ANY C-2 Corvettes also eligible. (Ask WHY? Easy. they are directly connected by "Mako Shark" design exercise. Also fits for this "Special") NOW "C-3": CORVETTES ALSO ELIGIBLE thanks to MAKO SHARK 2 car & a clever SVSM'er ☺

Usual \$ 10 per win. ☺ Why NO "mouthy" P-40s ? The Editor's gold, he makes rules. They're cliché.



## **" A LITTLE PRESENT FOR MY FRIEND "**







THANKS AGAIN FOR SHARING ED'S STARLINER WITH US, RODNEY ! – The Editor.



**" FROM APRIL TABLE, LITTLE FRIENDS WE DIDN'T SHOW "**



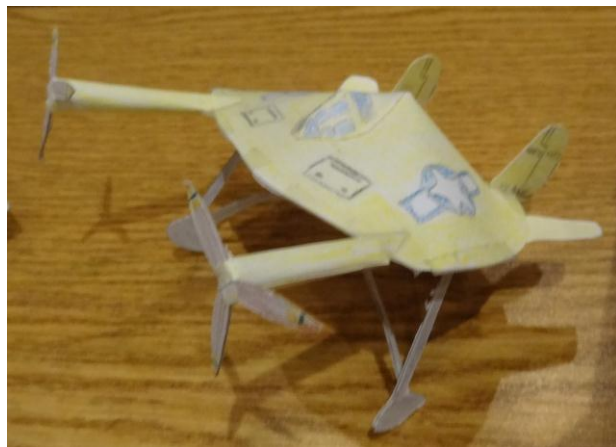
When the Editor produced the May 2014 OSS (Original Styrene Sheet) he proposed to show items that he'd no room for, in May TAMS. Well, since the April TAMS is ready, here they are now! Mark Balderrama had this



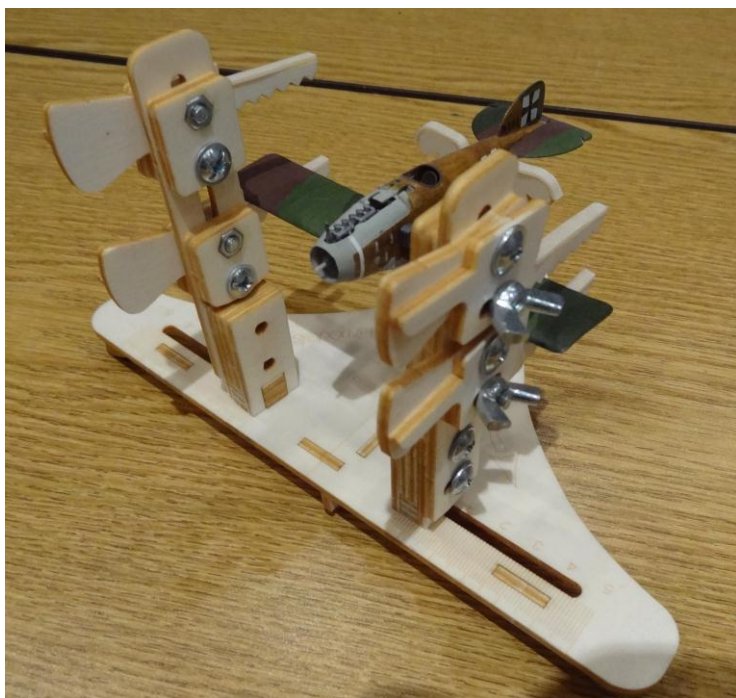
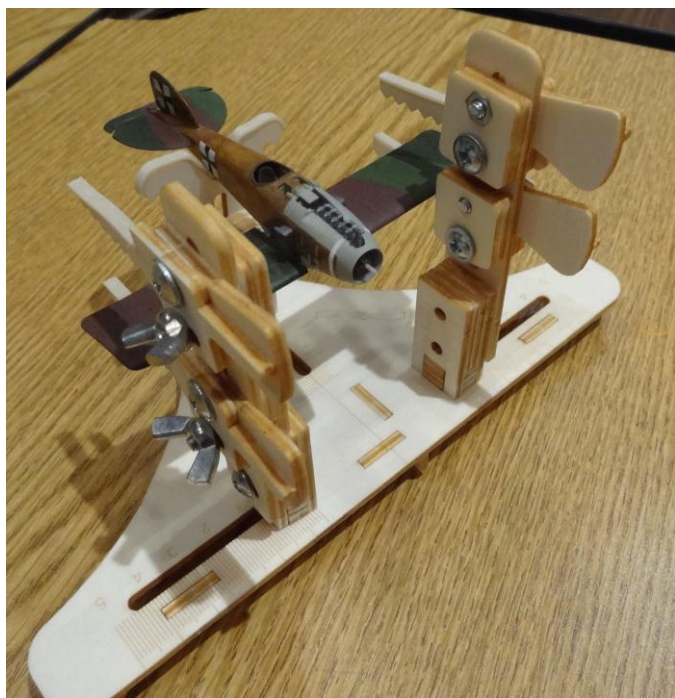
fleet of scale paper model aircraft, along with a 1/144 F-16 “Viper” Mark’s effort included a Vought V-173, the yellow “proof of concept” of designer Zimmerman’s “Pancake” aircraft. The final development as the XF5U-1, in blue, was of course also well rendered in same scale (approx. 1/72) also using a paper substrate model kit. He provided another “might have been” excitement design with Avro Canada Arrow in the first prototype’s scheme



Last but far from least, Mark’s Virgin Galactic Spaceship One



Bill Ferrante’s exquisite demonstration of how to best use a not really expensive but very capable “low tech” fixture he’d come across recently, deserves to be shown not just a written recording of meeting notes. So here you go, a couple of looks how Bill’s UMW (?) company supplied, all purpose precision cut wood and simple screw/nut operated “third hands” device is working to assist him with a nice 1/72 Roden Albatross. The Editor is now more relaxed having caught up this material, now for last part!



# SOME ONE SHOWED UP FINISHED, SO DESERVED TO WIN AND GET CREDIT !

## SVSM MEMBER'S CONTEST APRIL 2014 "SVSM 2014 SPEED BUILD"

As help due a good number are newer memberships or legion of those who aren't apt to remember these odd contests we occasionally put on, review now the simple equations which comprise "90 Day Wonders Mk III"

- 1 . ALL POTENTIAL ENTRIES are limited to those gift items listed in the Official Minutes. So we're clear on that. It doesn't have to be the person who is listed as having took it home, who builds entry.
- 2 . ALL POTENTIAL ENTRANTS are limited to those listed in the Official Minutes. But that's a big list, as you likely have read. Again, if items on list have since traded/sold/given to new hands that are also on the list, they can be entered. As long as item & entrant are on the list, some way, is OK.
- 3 . The ENTRIES TO BE ELIGIBLE TO WIN, must be FINISHED at Contest Entry time. No fancy or restrictive rules on how, just the simple fact of having the item DONE, hon. Feel free to show up in any case, as always, seeing the effort in progress in any case is a reward in itself.
- 4 . The "90 Day Wonders" Part and parcel of the name of the game is this: Twice in the past, we have filled "dead time" between Christmas Meeting, Kickoff Classic events with an announced in advance club contest effectively using the "approx. ninety days in between Xmas meet & March Meet" as the allowed build time, using ONLY the items in Gift Exchange. Since this contest was only announced in January, it's consequently going to clock to APRIL meeting for "the ninety". OK?
- 5 . There will be the easily convertible "US Gov Issue Gift Certificates" for 1st, 2nd 3rd, place if show up.



There's a saying that's oft so true, half the work in a win is just showing up ! As a reminder of what that meant in terms of our April "Fool Contest", I repeated here shots of the March status of build by the honest winner of First Place Award for "90 Day Wonders III"

This is a 1/48 scale IL-2 Sturmovik kit by Accurate Miniatures, which Laramie Wright took from the prize Pool at the December 2013 "Gift Theft/Exchange"

As the rules clearly stated (see them above left) he'd not Had to been the original "owner" only had to be ready to establish kits provenance as being part of that process, and he had already done that. Well done on all fronts LW

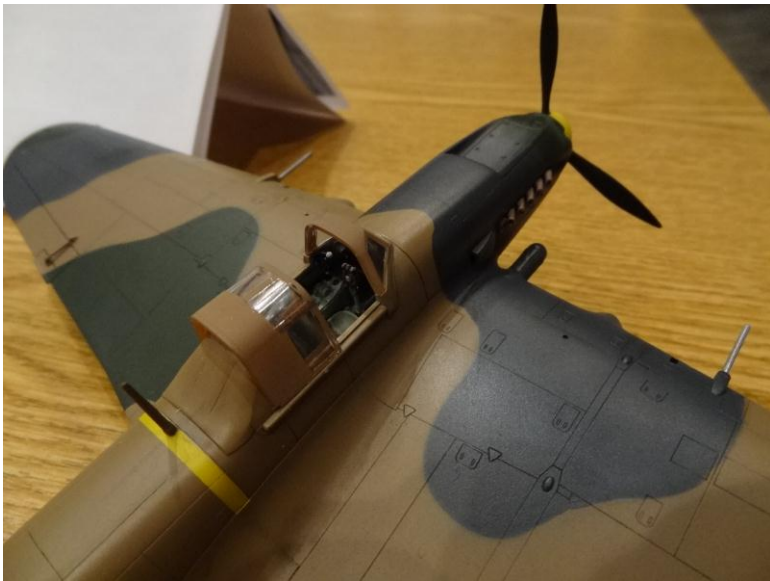


Here it is, with the "fancy" contest area sign beside it, at the April Meeting.

The Editor was left with the mistaken impression that he wasn't to pay out ANY prize money, for Laramie had to arrive a little later than usual to meeting that night, trying to finish properly.

HE DID AND DID IT WELL. Congratulations to Laramie, and my apologies for being so late to show photos!

TRULY A WONDER, DONE IN NINETY DAYS



**APRIL 2014 "SPEED BUILD" FIRST PLACE WINNER – LARAMIE WRIGHT**

# CHAPTER WAYBACK MACHINE! Recall As The E-Board Churns

As we recently had election of new E-Board, seemed a sign for where the next Wayback theme should go for a ride. Shot below captures the irreverent spirit well, likewise underlines that “what’s old is new again” for those who are versed in administrative/group dynamics. This is 1976, the South Bay Chapter (San Jose) IPMS USA has now been meeting at Leninger Center Community Room as San Jose IPMS on the third Friday pretty much consistently for several years now. The club is comfortably settled and running for well over a dozen years now.

TONIGHT I GUESS WE SHOULD DECIDE WHETHER WE SHOULD VOTE ON WHETHER TO VOTE TO TAKE A VOTE ON LAST MONTH'S VOTE OR PERHAPS IF YOU DESIRE WE COULD WELL VOTE TO TABLE THIS DISCUSSION 'TIL LATER AFTER OUR BREAK IF YOU WISH OR WHATEVER.

HOLD IT --- WAIT A SEC --- HE SAID --- WHAT'S THAT? --- WHERE? --- WHEN? --- BUT --- I KNOW BUT --- WHAT? --- LET'S SEE --- THAT'S SPELT --- HELL, I WONDER IF I COULD START COLLECTING STAMPS!

☆ @ " \* ☆  
+ @



WHY ME LORD?

I COULD VACUFORM HIS WATCH.

1976 OFFICERS!

Here we find Greg Kolbo presiding, with Fess Fessenden seated nearby speculating his next Vacuform project. “Old Bill” Magnie is furiously scribing as Secretary, and that’s Al Watson, questioning why he’s up there too. The captioning really renders the “timelessness” of “Life At The Front” and some club “standards”

In 1979, San Jose IPMS is still at Leininger, and some folks that are well enough known in Region Nine still as active Officers, competitors, are seen here in a more innocent time. Two of them are now true "High Rollers" ☺



As the Junior Rep speculates on Floral returns, a decidedly "hip" Doug Stewart considers poetic use of a gavel. President Jay Sherlock mulls over perks of the post. Stu Shepherd shows telepathic ability re: Doug Summers

Here, more proof that even back then, becoming an officer of SJ-IPMS imbues one with powers and abilities far beyond those of mortal men. Such as Jay's swift solution to a dues shortfall, or Stu Shepherd again finding Doug Summers ranking at the apparent equipment oversight in outfitting of a club night vendor's sales box.



While Jay Sherlock muses over the benefits of changing scale hobby foci, we'll squeeze in a look at the near future in the past "community" of this now 50 plus year old club. Perhaps like its namesake, proximity to the Sun explains the brightness of this!



**AFTER SPENDING SIXTIES AND SEVENTIES IN SAN JOSE, SJSM BEGINS MOVE TO CUPERTINO ( now 24 )**

With a sample look at the Leining Community Room meeting night in 1976 for a comparator (and please, do note no archive pictures can be adjudged authentic without a “control”, which of course here is Cliff Kranz ...)



NOV. '76 MEETING



'81 OFFICERS

So looking at our move into Mercury Savings with a view of 1981 officers (hey look, it's Cliff on the right!), one might question whether it was better when looking at “density” as seen in 1982 meeting picture, on the right. By the way, gent in the center of the shot is one Ted “Hurricane” Kaufman.





The reason for my pointing this out ? Not many newer members know our club's "Best of Show Senior" has a "memorial" subtitling, namely "The Ted Kaufman Memorial Award". Ted was a magnificent old school scale modeler, the "Hurricane" nickname is posthumous assign by the Editor. "Jenny's Bones" would have worked as a nickname too, but only if you'd ever known Ted or his works. Ted to the best of my knowledge, never was an elected officer in the club, but he served as an excellent barometer and conservative conscience on "hot heads".



This pair of meeting shots is again from the 1982 SJSM archive, here located at Mercury Savings. Ted is here sharing one of his latest projects with the gang, which I am sorry to say I don't have details for specifically here

I did have the pleasure of getting to know Ted when I first became a member (year later from these shots) and a goodly amount of IPMS Nationals documented history is available to get a taste of some of his modelling skill.

Ted had an excellent display of the Curtiss JN-4D "Jenny" that featured the internal structures in a series of sub assemblies as models, and a final set assembled into a "skeletal" form as in an "unskinned" Jenny aircraft. He'd a 1/24<sup>th</sup> scale Hawker Hurricane in which he demonstrated this skill in a truly awesome fashion, where it was a skillfully finished "skinned" aircraft on ONE HALF, the other half (fuselage, wings, tailplanes, etc.) all exposed revealing the very busy "infrastructure" of this legendary fighter aircraft.

Now the club move to Mercury Savings had a benefit for fund raising as you see, Paul Olive here in '81 as the demo "Hawker" shows that.

Model Builders  
**Swap & Auction**  
 June 20<sup>th</sup>  
 10:30 to 4:30  
 Mercury Savings & Loan  
 19367 Stevens Creek Blvd.  
 Cupertino near Vallco Park  
 sponsored by  
 San Jose I.P.M.S.  
 Bring your Kits (any condition), Tools,  
 Books, Any hobby related item.



**PLASTIC MODEL CONTEST**  
 SAN JOSE I.P.M.S.  
 SUNDAY NOV 6, '83  
 LEININGER CENTER  
 ENTRIES 10 A.M. to 1 P.M. -- AWARDS 3 P.M.

AWARDS FOR SENIOR...  
 AIRCRAFT / PROP & JET  
 1/72 & smaller, 1/48, 1/32 & larger  
 CIVILIAN AIRCRAFT & CIVILIAN VEHICLES  
 ARMS  
 1/76, 1/35 & larger  
 DIORAMAS, SHIPS, FICTIONAL SPACE, WIND FIGURES  
 JUNIOR BEST OF SHOW / JUNIOR & SENIOR  
 JUNIOR AIRCRAFT, CIVIL & MILITARY VEHICLES, WIND  
 SENIOR JUNIOR (UNDER AGE 12) / ALL ENTRIES  
 ENTRY FEE PER MODEL: SENIORS \$1.00 JUNIORS .50¢  
 11 DRAWINGS FOR SHOP PRIZES 11

Still, the Leininger site was to remain in our orbit yet for few more years... as contest home



Date: June 20, 1981  
 Time: 10:30 a.m. - 4:30 p.m.  
 Location: Mercury Savings & Loan Building  
 19367 Stevens Creek Blvd. Cupertino (near Vallec Park)

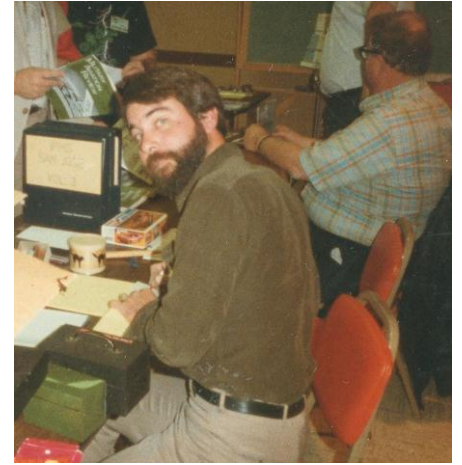
SWAP 10:30 - 4:30

Any and all swapping will be handled by the individuals present. The club is not responsible for any items swapped. Swap at your own risk!

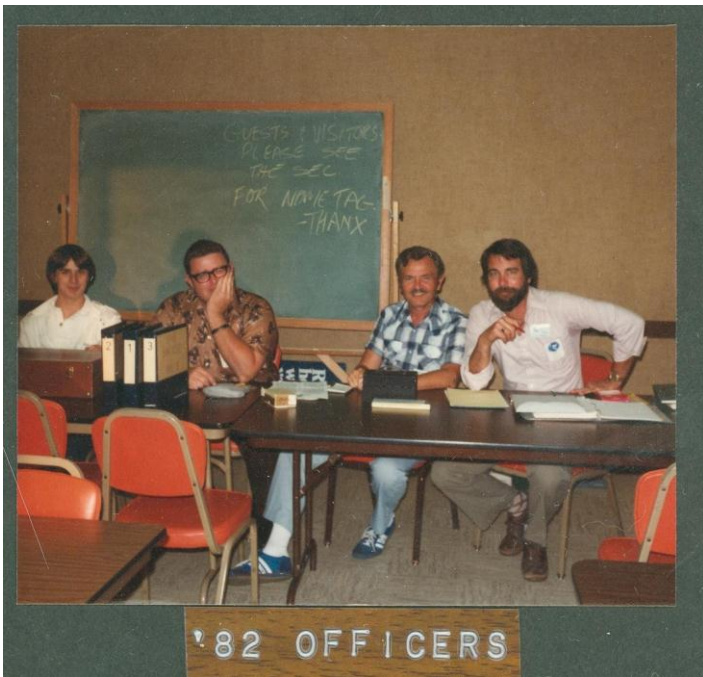
AUCTION 12:30 - 4:00

Any individual can put items up for auction, such as kits complete, partial, or started; books, tools, built-up models; any hobby related item. However, the number of items will be limited to "10". Auction participation will determine if additional items will be accepted. Each individual will be assessed 10% of the total money received from the "10" auctioned items (minimum \$1.00) If you have a minimum selling price for an item, it must be clearly indicated on the item. (The item will not be sold if this minimum price is not met.) Items not so marked will be sold to the highest bidder, regardless of the amount. The club reserves the right to check the contents of any kit to determine its completeness and is not responsible for any items auctioned.

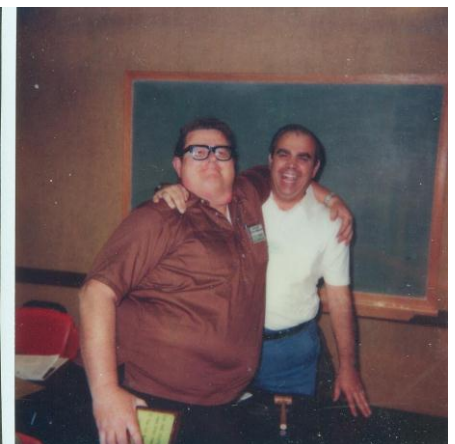
Auction lot identification tags and numbers will be given out on a first come basis, starting at 10:30. The \$1.00 minimum auction fee must be paid at that time and will be applied to the 10% auction fee. All auction transactions must be in cash. The club will not accept checks.



Tim Curtis and Tom Harrison take in 1981 auction proceeds, middle shows the "rules and regs" for "Swap and Auction" that year. On the right, is 1982's Sec'y/Treasurer/Editor Doug Stewart



While the relocation to Cupertino settled in, some may note here that one Mr Sherlock's scale accordion hobby didn't make him averse to being on the E-board. He, "Old Bill" Magnie, Doug look on as "Haze Gray Admiral" Bert McDowell (back to us here) enjoy being "the constituency" while the officers have to herd cats all night... New locale was site of two "20 year membership anniversaries" in 1983 for Tim Curtis and Jay Sherlock ☺



Life Member Mr. Jay Sherlock has been a published author and renowned aviation photographer way ahead of the digital publishing revolution. Luckily for us, he and Bill Magnie made sure an archive of at least one copy of his sharing his valuable talents in print form, survived to share today. From the SVSM archive, here is a digital rendering of the VERY FIRST ISSUE of "Thalassa", genesis of all subsequent genera of San Jose IPMS News

Congratulations and much thanks to Jay for this effort and for documenting what was already a firm tradition that is not always well understood or appreciated by some in the community. Note that Jay himself financed the entire run of this club newsletter, as well continued paying in his annual club membership dues while at this !

# THALASSA!

Number 1  
-- AUGUST, 1976 --

Jay Sherlock, Chief Jefe

## THE IPMS-SAN JOSE NEWSLETTER

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### INTRODUCTION

You are now holding, if the Postal Service has not mangled it beyond recognition, the first monthly issue of THALASSA, our new monthly newsletter for IPMS-San Jose members and anyone else who is interested. All San Jose Chapter members will receive a copy automatically each month. Our July meeting provided the incentive that I've been needing to begin this thing, which I've been putting off for months.

The purpose of this little newsletter is nothing more than to: 1) breathe a little mention of IPMS and modeling into your life between meetings; 2) provide a resume and forecast for those members who (for shame) missed the last meeting; and 3) pass along all those tips and other bits of information that always strike us just as we get home from the last meeting. Just remember that this is not the NEW YORK TIMES, and that everything you read will be colored by my own preferences and prejudices - on second thought, that probably makes me just as objective as the TIMES.

If anyone has any news, tips, scoops on new kits, or other earth-shaking information, feel free to call me at home any evening (my number is in your new membership roster) and if its between the meeting night and my estimated publishing date (about the first week of each month) I'll stick it in here somewhere.

Please note that our heart-felt treasury money is not being touched to pay for this, but is being personally financed by yours truly. This is not to say that contributions to the cause are unwelcome. Any contribution for 10¢ and up will be greeted by a sunny smile at the next meeting instead of my usual nasty sneer.

Now, finish reading these pages (or crumple them up, as you wish), then get back to the work table and start building models for next month!

-JAY-

### NEXT MEETING

will be August 20, 1976. Provided our illustrious Secretary and Vice-President are not totally drowned in their own models its scheduled to be a Chapter Contest night, so bring those goodies you've finished but have been hiding until the next contest. In honor of the event, our usual drawing for one kit will be expanded into a drawing for TWO WHOLE KITS. WOW!

This excellent "type written" (with an actual such device) newsletter was replacing an honorable long used post card method of monthly communiques. Significant today from a continuity and commendable longevity aspect, news of "Monterey Chapter" members coming to visit the San Jose chapter meeting. At a "ten to one" ratio that Jay rightly pointed out, should be balanced better by some effort on part of SJ members traveling to their meet.

Humorously even if ruefully, I must point out as well that within Jay's noting news of "Western locale IPMS Nats" with San Francisco IPMS hosting 1977 show, he also notes some still familiar today trends. Namely, how he'd seen "equal to superior" efforts at "local" events for entries, and that finding Juniors "takes a detective" !

#### LAST MEETING

on July 19th, was a rather quiet affair, despite 35 members and guests in attendance. Let's speak up out there - even heckling is better than dead silence. It was discussed and approved to give a 6-month trial to the new computer-prepared meeting notices being provided courtesy of Al Watson. Your August meeting notice will arrive in this format. Just ignore the impersonal computer addressing and remember that Mr. Secretary Bill is still scribbling out those postcards to you deep in his heart.

Also approved, after voting on whether or not to have a vote, was a proposal to have a family-style picnic and contest day sometime this fall, using the facilities at Leninger. Unless someone volunteers his back yard for all 63 members and their families. No definite date was selected for this, so it will probably come up again in August.

Our program for the evening was another demonstration by our resident vacuformed man, Fess. Another excellent demo, this time concentrating on molding new canopies to replace the scratched Coke bottles we're all for familiar with in kits.

Our friendly brethren from Monterey Chapter were here for another visit again, and in return invited us to visit their August Meeting, which I think is August 1st this month. As this is written its still July, and you won't be reading it until after the 1st, but be sure to go anyway. For future reference, however, it would be nice if more than 2 or 3 of us showed up down there once a year. They make about 10 visits to our 1, and Monterey is a nice place to visit, even if I get the meeting date wrong.

#### IPMS-USA

As many of you have probably heard by now (if you care), it was announced at Dallas that the 1977 National Convention will be held in San Francisco. Although most of our Chapter members don't belong to the National, the display is open to the public - at a price, naturally. I wouldn't suggest anyone join just to attend the convention, but its nice to go look. To be perfectly honest, judging from the convention I attended in 1974, there are lots of nice models but I have seen work at local contests that equals or betters some national entries. Plus you need a detective to find any Junior entries - apparently the convention is just for the "heavies" in the hobby. There may have been some Junior entries at the 1974 convention but I honestly can't remember seeing any. Anyway, you'll see a few good models whether you enter or just visit. Think about it during the next 11 months.

#### NEW KITS

Nothing that we didn't expect. Heller is out with the new F-104G/TF-104G, Tamiya with a 1/48 F-16 (the detailing looks a bit more petite than Monograms'), and Hasegawa with their 1/72 F-16. Personally the only thing I like on the Hasegawa kit is the smart bombs, otherwise I'll take the Revell kit. Due any day, maybe by the time you read this, are the first six aircraft from AMT. Matchbox is out with an F-104G and a BAC Lightning, though I've heard reports that the Lightning fuselage is noticeably too thin. And of course the Williams C-46 and Monogram B-24 are due this month. I'm sorry I can't enlighten the armor and truck people, but I don't follow either of those lines except to admire the finished products, so someone will have to be kind enough to provide some information for the next issue.

Summer 1976, and we find that Our Editor provides historical precedence (now) for holding strong opinions of possible polar opposition to "popular sentiment". Tip of the month here is timeless and perfectly applicable for readers today, on both points "tipped". Also provides food for thought on future "club contest", in next part.,

TIP FOR THE MONTH

If you're planning on a model with battle damage, whether armor or aircraft, please don't drill a row of nice straight holes in the side with a little chipped paint around them. This just didn't happen unless someone walked up to the machine while it was idle and punched in a row of holes with a can opener. Stop and think of the variables acting on the strike point of a bullet: gun design, variance in powder loads, movement of the vehicle, movement of the target, recoil movement, air currents, and the laws of ballistics. Even if the pursuer is right on top of the target the hits will be in a random pattern, particularly when more than one gun is in use. The odds favoring a row of perfectly neat holes would be roughly the same as two bullets passing through the exact same hole on two different days. Anyway, scatter the hits and you'll be a lot more accurate, even if no one will believe it after years of Hollywood brainwashing.

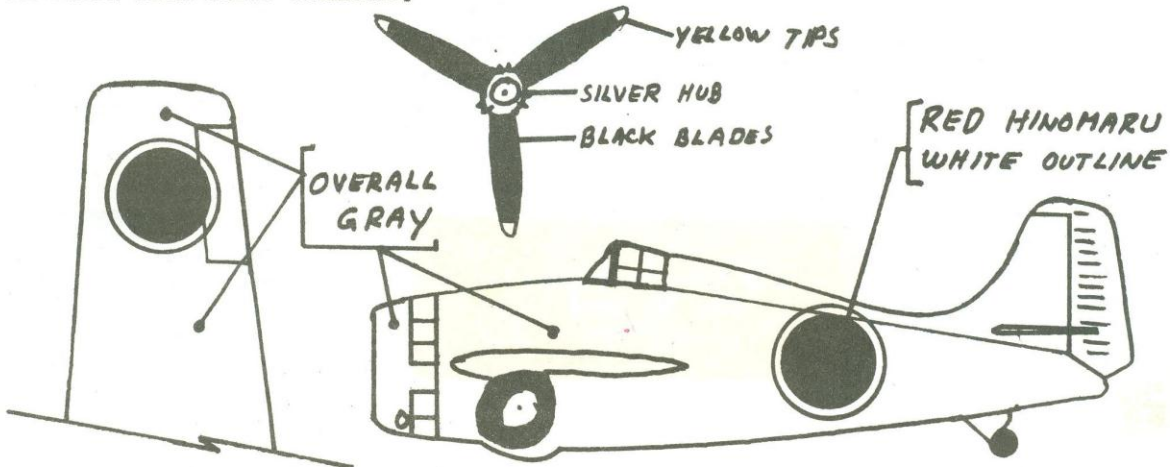
And speaking of Hollywood war movies, here's the best tip of the month: DO NOT waste your money by going to see MIDWAY. Those of you who were at the July meeting hopefully picked up a copy of my two-page review on the movie. For those who were absent, be assured that the film is an absolute total loss. Two hours of war movie cliches, bad production, and historical errors make it totally worthless if you're over 5 years old. If you've already been suckered in, I'm sorry for you.

PLANES THE STARS FLEW

For quite a few years there have been numerous books and magazine articles dealing with that most popular of WW II aircraft topics, markings of the aces. More commonly called something like Planes the Aces Flew. All that's fine and dandy, but there are certainly a lot of other color schemes around. This set me to thinking, and I've come up with PLANES THE STARS FLEW.

This might sound like aircraft flown by generals, but I'm going to deal with aircraft seen in the movies. Now realize that these are all perfectly legit schemes. Real aircraft flew in these colors, so they are all perfectly acceptable modeling subjects. Not wildly popular maybe, but acceptable. If you want something a bit different, and to reinforce my ego, build one. I've never seen one done so you could be the first in your chapter.

The first aircraft we'll show is a Wildcat doing duty as a Japanese Zero as seen in WING AND A PRAYER, a 1944 carrier saga with Don Ameche et al. Color is overall medium gray, silver prop hub, black blades with yellow tips, and red Hinomaru with white outline.



NO PARTICULAR SCALE (OR QUALITY)

**OUR LAST FOR NOW THIS MONTH LOOKING AT OLD MODEL NEWS FOR SOUTH BAY ! ( ending on 30 )**

THALASSA was, is still, a work of art, love and excellence. Thusly, I will strive to provide some more reprints as I unearth material (this complete first issue carefully stored within a page sleeve of Volume 2 SVSM binder)

SJSM has had several Editors and subsequent versions of Newsletters, but Jay is Numero Uno with Thalassa, and he spent no small amount of his own monies as well a lot of his time in its production lifetime. He set quite a bar, and for me amongst a few other “second generation club vets”, gave a true example of “professionalism”

Here is the closing 4<sup>th</sup> page of the very first issue of the very first SBC/SJSM Newsletter, for your examination:

ODD NOTES FROM A NUT

As a super special feature of this first issue, I'm going to run a little contest. The first Chapter member who can tell me 1) what the title THALASSA means, and 2) what language the word is from, will win a free kit of my choice. I'll let this offer stand until someone guesses it or I feel like explaining. For those who think the worst of me, it is NOT my name in Upper Slobovian.

All publications, from TIME magazine to this one, welcome the comments and criticisms of the reader. So do I. Feel free to comment on anything in here, or to suggest things I missed and should have mentioned. Outright criticism will not be considered, however, since I intend to be as professional as possible.

See you all August 20th.

Perhaps in the remaining WAYBACK Machines of 2014, I'll reveal the derivation of the titling, Return to the “real time present” for now. – *mick fini*

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**CLOSING THIS BETTER LATE THAN NEVER ISSUE**

With one of my commemorative logos for our Golden Year here

For those who don't decipher it (it was on the SVC Awards, by the way)

SBC, SJSM, SVSM are the initials of the first, second and current Club IPMS Identities: South Bay Chapter, San Jose Scale Modelers and of course now, Silicon Valley Scale Modelers



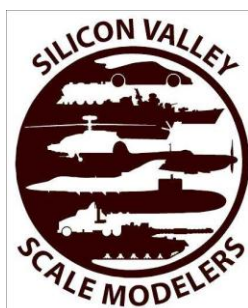
**COMING IN THE NEXT AFTERMARKET SHEET (MAY 2014 ISSUE) BREAKING NEWS ON SVC # 2**

PLEASE SHARE THE JOY OF OUR HOBBY AND FRIENDS

Because it seems sometimes more than a few forget this :

THE ONE TRUE RULE OF MODELLING (if ever there is).

***If you're having fun,  
Then you're doing it right.***



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