



THE AFTER MARKET SHEET



VOL. 51A, No. 8A WWW.SVSM.ORG AUGUST 2017

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

" What Wrath Hath Rat Rod Ron Wrought ? "



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

(shameless plug: www.mickbmodeler.com)

“ KNOW THAT WE WILL MISS OUR MODELING ARTIST BROTHER TAKEN SO SUDDENLY ”

This editorial page wasn't planned for and it came to pass very unexpectedly as real life does. On July 30th, I got my July “Muddler” from IPMS-MBAY with a great cover shot featuring work of dear brother Adrian Garza. **Only a week later** I am part of mass email notifying us all this same artist friend of ours is in San Jose Hospital on life support. **Two weeks later** I learn Adrian, a vital, artistic, prolific and soulful member of our model community, is no more. R.I.P.

In the LAST PAGES NOW of this issue TAMS, please review first clips taken from the July MBAY News that really give a sense of Adrian's ‘modelness’ and then a clip from last page of this (the following) month's MBAY “Muddler”

My condolences to his family and to his club family, this has been a very hard last few weeks. Many thanks to Lester, Ramon, David and all from IPMS-MBAY for the real time communications, excellent newsletter to poach from here.

PARTING THOUGHTS



It is with the greatest sadness that I have to tell you that our brother Adrian Garza died Tuesday night (August 22).

TABLE OF CONTENTS AUGUST 2017 AFTERMARKET

- 1) **SHOW RATS : A TALE OF THE CLUB CONTEST** by Mick Burton (resumes @ 3)
- 3) **RAT ON ! COMPREHENSIVE LOOK** (i.e; Editor's Whimsy) AT AUGUST's CLUB CONTEST (runs to 13)
- 14) **EVENTS CALENDAR**
- 15) **SJPD Model Display Project Reminder INVITATION to Participate, do Public Outreach with member John Carr**
- 17) **WAY BACK MACHINE RETURNS: An Editorial Rant** Sept/Oct/Nov/Dec '88, '98, '08 (runs to 21)
- 22) **RENO HIGH ROLLERS 2017 Official Flyer shows Summer 2017 ends with an awesome event**
- 23) **FREE HORNETS present TRI CITY CLASSIC THIRTEEN “ AUSTRALIA “** in mid September
- 24) **USS HORNET MUSEUM Presents Open Cockpit Day & MODEL EXPO in OCTOBER & UPDATES GIVEN HERE**
- 26) **AVG Desert Classic 21** coming this Fall “The Psychedelic Sixties”
- 27) **CLUB CONTEST 2017 OCTOBER & NOVEMBER PROMOTION**
- 28) **IN MEMORIAM : A Tribute to Adrian Garza – FRONT PAGE CLIP FROM JULY 2017 MUDDLER**
- 29) **ibid SHOW and TELL “ ADRIAN's TEA HOUSE ” Page Clip from JULY 2017 MUDDLER**
- 30) **ibid “ SELECTED SHOTS FROM ADRIAN's WORK BENCH ” Page Clip from JULY 2017 MUDDLER**
- 31) **ibid “ PARTING THOUGHTS ” End Page Clip Tribute Page Clip from AUGUST 2017 MUDDLER**
- 32) **ENDPIECE TEASER and reminder of ANNOUNCED SVSM CLASSIC FIVE for 2018 to be held in MARCH**

AS REQUIRING AWARDS BE DESIGNATED AND JUDGING THUSLY BE DONE , Editor Exclaims (from 1)

RATS ! LOOK A TURNOUT FOR AUGUST CLUB CONTEST



Photos: Mick Burton Text: Mick Burton
Models: Not Mick Burton

HOW IT WAS PRESENTED & PROMOTED THIS TIME :

Original inspiration for this contest; was then President Greg Plummer's fine looking Rat Rod-dified Pickup model at an SVSM meeting table.

Saying it was finished " a little too pretty to be a true Rat Rod, more like a Show version "

Ergo, thinks the Editor, shooting pictures, thus it's a "Show Rat ", no?

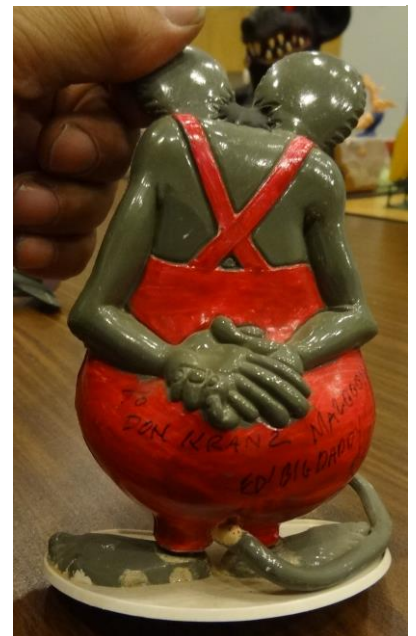
Well, of course, the whole concept has multiplied like what else, rats, into a veritable rat's nest of what have you means to give some fun variety here.

Simplest versions for entry: Any "Rat Rod" you'd say is " too pretty for the street, more in style for presentation at a Show (in real life context) ", any Ed " Big Daddy " Roth creation, as he was father/creator of "Rat Fink" and a whole host of "Rat" related items thusly.

For some members, this month's theme didn't seem to faze them in the least, although one contestant didn't start out that way, he'd been too long away I guess to remember how to read what's there and not there for rules strictures ☺ .

Cliff Kranz started things off in the right mode, as it were. In the Red outfit and Grey colors as it was originally specified when originally released (which this model in fact dates back to, really !) Ed " Big Daddy " Roth's creation, " Rat Fink " .

Don Kranz, Cliff's brother made this "way back when", brought it to an early NNL-West event in mid '80s with Ed Roth as featured guest. Who as you see, autographed model for him. *Rat On !*





Laramie Wright had an “oldie-goldie” to put into play, with this 1/48th scale HobbyCraft Polikarpov I-16. Which had a nickname of “Rata” (= “Rat”, by the Nationalist forces) given it during the Spanish Civil War of 1936-39.



Done in the scheme of the Republican AF, these opponents of the Nationalists dubbed the I-16 with nickname of “Mosca” (Fly), a technicality which didn’t change for the entry rules allowed for ANY I-16 model.

Laramie left the landing gear doors off on purpose, and he didn’t recall any issues in making model many years back, he said.





Jim Priete made a “Little Rata” (again, technically a “Mosca” in the scheme chosen) using the 1/72nd Hasegawa kit and wrestling with the details for clearly setting the “type” I-16 depicted, as there were several employed.





Greg Plummer had quite a tale in the production of his “Orange Rat Model T Plane” (Editor/Judge’s name for it) Highlights included a skillful re-employment of leftover Model T kit parts, body partly scratchbuilt, partly blended bit



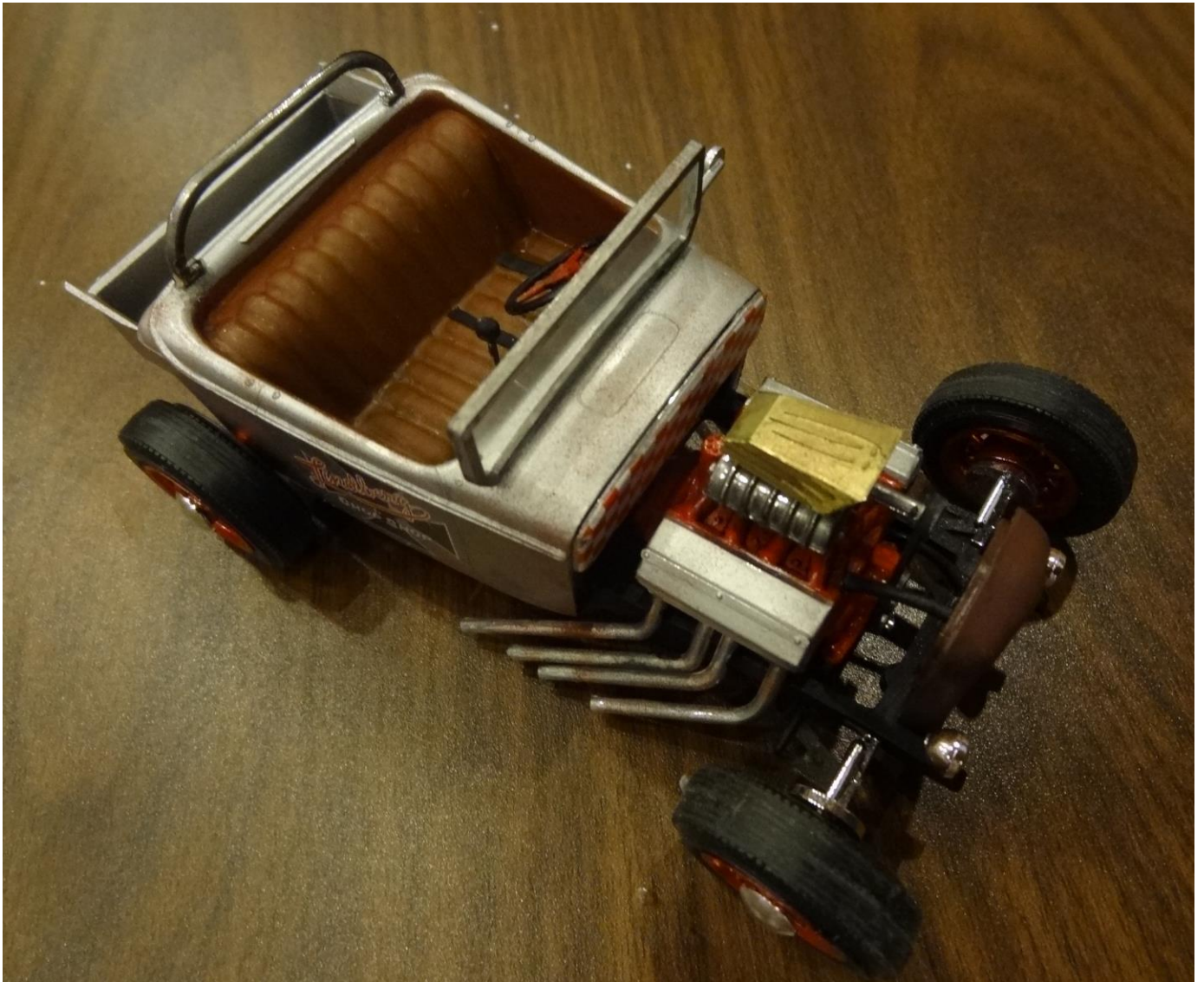


of a WW2 Japanese fighter plane fuselage. Also an engine that was originally for an American fighter aircraft that like in real life, was re-purposed post WW2 for use in Salt Flat race cars. Huge helping of patented Plummer creativity and *voila*’, racing Rat Rod of utterly unique proportions and generation, truly a Show Rat (showing where idea can take us)





Ron Wergin is not just our President, he too, like Greg, provides plenty of inspirational leadership in his modelling. He freely admits that “doing car models” isn’t exactly his thing (hard to tell, as he has shown up with several genres of fine models over the years, never noticed no autos). But the “Show Rat” contest theme intrigued him, he saw this





Lindberg kit of this “Lindberg Chop Shop Rat Rod” and thought, why the hell not try this, out of the box and see ?

As Ron related to us, he found some fun and discovery even in places where he thought maybe things weren’t going to go well enough to finish, such as the ruby red wheel painting. Lovely as they are, he arrived at them looking that way in a calm patient attempt to recover what was initially “ oh, now what has happened, crap, what to do ...” Answer, go ahead, keep on spraying in short bursts and layer on, whammo, a finish Steve Travis would have been proud of !

Ron’s fun with the photo etch engine accessories (the blower housing), the exhaust pipes, achieving a “ratty finish” for the Natural Metal body look, lovely interior workup, all provided him and audience with nutritious model energy food.



All in all, not a bad result at all, giving the contest table over to the Rats to Show what they can do for Model Magic. Many thanks again to all who participated and to Greg Plummer for sponsoring the awards for Editor’s Club Contest !

NOW, ON TO THE WINNERS of “ Show Rats ”!



AUGUST “*SHOW RATS*” Honorable Mention for “Roth Fink”

Cliff Kranz



AUGUST “ *SHOW RATS* ” THIRD PLACE for “ Little Rata ”

Jim Priete



AUGUST “ *SHOW RATS* ” SECOND PLACE for “ Orange Rat Mod T Plane ”

Greg Plummer



AUGUST “*SHOW RATS*” ” FIRST PLACE for “Chop Shop Rat”

Ron Wergin

UPCOMING EVENTS CALENDAR AS OF 08-30-17

Saturday, September 09 2017

IPMS/ Reno High Rollers host their 18th Classic at the Desert Heights Elementary, Stead, NV (fave locale) Theme is “ Record Breakers and Famous Firsts” See their website www.renohighrollers.com for more info.

Friday, September 15 2017

IPMS/ Silicon Valley Scale Modelers meeting. “**Boring Fundraiser Auction No One Likes** ” is Club Contest Theme

Sunday, September 17 2017

IPMS/ Fremont Hornets host their show , TRI CITY THIRTEEN “AUSTRALIA” @ MCC in Milpitas

Saturday, September 30 2017

IPMS/ Orange County host their ORANGECON 2017 at CSU Fullerton, Fullerton CA. Theme is “ SEVEN ”

Saturday, October 14 2017

IPMS/ Silver Wings & USS Hornet Museum present **OPEN COCKPIT DAY & Inaugural MODEL EXPO**

Saturday October 28 2017

IPMS/ AVG host their Desert Classic at Antelope Valley College, Lancaster CA “The Psychedelic Sixties”

Friday, November 10 2017

IPMS/ Fremont Hornets last “ normal ” meeting for year, Club Contest theme “ oh no, it’s 1977 all over again”

Friday, November 17 2017

IPMS/ Silicon Valley Scale Modelers meeting . Club Contest Theme is “ **WATCH THE SKIES** ”

Friday, December 08 2017

IPMS/ Fremont Hornets host their meeting at Irvington Community Center, Fremont CA. Theme is Holiday Fun

Friday, December 15 2017

IPMS/ Silicon Valley Scale Modelers meeting. Theme is “ Theft ” (90 plus days later will be a contest of it)

Friday, January 19 2018

IPMS/ Silicon Valley Scale Modelers meeting, Editor’s Club Contest Theme “ **1918** ”

Saturday, February 03 2018

NNL WEST host 2018 **NNL WEST** themed “**TROG**” @ Santa Clara Convention Center, Great America Parkway, Santa Clara CA. Sub themed “ Movie and TV Cars ” **TROG = The Race Of Gentleman** (see website nnlwest.org)

Friday, February 16 2018

IPMS/ Silicon Valley Scale Modelers meeting, Editor’s Club Contest Theme “ **Tubular Bells** ”

Saturday, February 17 2018

IPMS/ Silver Wings host their event “ **SILVERCON 2018** ” at the Town & Country Lutheran Church and School, 4049 Marconi Ave, Sacramento CA

Saturday, March 31 2018 IPMS/ Silicon Valley Scale Modelers host SV Classic FIVE, Theme “ **Feel The Fury**”

San Jose Police Historical Society Display Project



The San Jose Police Department has a display cabinet at the officers entry to the police patrol division building. The San Jose Police Historical Society would like to fill the cabinet with models of San Jose Police vehicles in 1/24 and 1/25 scale (or helicopter in any scale). The Historical Society is asking for model builders who would be interested in building a vehicle to be put on permanent display. The San Jose Police has used a wide variety of vehicles over the last 100 years, to include the following:
(In the early 1920's through the 30's officers used their own vehicles for patrol)

1941 Chevy Sedan 4 door (black, unmarked with radio aerial only)

1946 Pontiac Streamliner 4-door sedan (3 cars traffic control)

1951 Pontiac 8

1951 Chevrolet

1953 Ford Customline 4-door sedan (V-8)

1954 Chevrolet 4-door (V-8)

1957-1958 Ford Custom 300 (V-8 352 Thunderbird engine)

1959 Ford Custom 300 (first official Ford police package car)

- 1960 Plymouth 4-door sedan
- 1963 Plymouth 4-door Fury
- 1964 Plymouth Savoy 4-door sedan (383 commando) including the station wagon (k-9)
- 1965-1967 Plymouth Fury I 4-door (383 commando)
- 1968-1969 Plymouth Belvedere 4-door (383 commando)
- 1970-1971 Plymouth Satellite 4-door sedan (big block 400)
- 1972 AMC Matador 4-door (360 engine)
Plymouth Fury 4-door (HP 440)
- 1973 Plymouth Fury 4-door (HP 440)
- 1975-1976 Plymouth Fury 4-door (HP 440)
Dodge Coronet 4-door (HP 440)
- 1977 Dodge Monaco 4-door (HP 440)
Plymouth Fury 4-door (HP 440)
- 1978 Dodge Monaco 4-door (HP 440)
Plymouth Fury 4-door (HP 440)
- 1979-1980 Dodge St. Regis (HP 360 and 318, CHP dumped all of their 318 cars on SJPD when they
Received the Dodge Diplomat)
- 1981 thru 1989
Dodge Diplomat 4-door (318 engine)
- 1990 Chevrolet Impala 9C1 4-door
- 1991-1993 Chevrolet Impala / Caprice 9C1 4-door (Predecessor to LT-1)
- 1994 thru 1996 Chevy Impala / Caprice LT-1 / 9C1 4-door 5.7 L engine 350 hp (corvette engine)
- 1997 Ford Crown Victoria 4-door (early model)
- 1998 thru 2012
Ford Crown Victoria 4-door (current model)
- 2014 Chevy Caprice V-6 patrol package (made in Australia by Holden)
- 2014 Ford Explorer police package

Decals of the SJPD logo will be provided, as well as any photos or other related information. Any models purchased will remain the property of the builder and be available to claim at any time. A placard will be placed with the models to indicate they are courtesy of the "Silicon Valley Scale Modelers". If you would like to participate

PLEASE CONTACT John Carr via the Editor's email DENS25403@MYPACKS.NET

OH NO ! NO NO NO NOT THAT. ANYTHING BUT THAT ! Oh SO SORRY KIDS BUT HERE RETURNS THE

CHAPTER WAYBACK MACHINE !

Editor's Mad Ravings – August's editor, Mick Burton (refer to www.mickbmodeler.com for full copies of items)

“ FALL IN WITH THE EIGHTS ”

SAN JOSE SCALE MODELERS



SEPTEMBER 1988

Next Meeting: September 16, 1988, Friday

Meeting Time: 7:30 PM - Pub, Shop,
8:00 PM - Business, Raffle
9:00 PM - Slide Show?

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

**** COMING TO YOUR MEETING ROOM SOON ****
**** PRESIDENT'S FUN DAY - 10/22, SAT. ****

That is right, it is COMING AGAIN! A day when everyone (club members, other clubs, public) is invited for: No Contest, No Business, No Schedule, just 100% social. Five hours (11AM-4PM) of just talking to other modelers, bringing models/ideas in any stage from boxed to finished-and-on-the-shelf for the last 10 years, watching videos, maybe a raffle. NO interruptions, cover charge, or registration. You can even bring models to sell, BUT due to the limited space we have to ask you to limit the models to one-half of one table and we may have to limit the number of tables available for sale items. So Come One, Come All to the ever faithful Mercury Savings Meeting Room, Sat., Oct. 22.

SEPT 1998- Bill Abbott treats us to delights of the MiG-19 in 1/72nd ala KP Models kit. Brad Chun has a lot of good cheer over the 1/48th F-84G just then out by Tamiya. Joe Fleming details a “blended” T-34 which will make you appreciate even more this classic armor

Chris Bucholtz's editorial spot on trounces concept of “kids don't model today because...” with review of how he and M Burton did yet another outreach event with quite opposite response. Worth re-reading 19 yrs later.

ALSO WORTH CHECKING HERE is the Travis Scale Modelers MODEL EXPO advertised with intent to simply display models (not a contest at all) in 1988!

SEPT 2008 – NO SUCH ANIMAL (No Sheet !).

SEPT 1988 OSS (staying on ~30, ~20, ~10 thread for now)

Editor Alan Wolcott gives a pretty big run through of highlights from then Region Nine RC newsletter, on the State of IPMS USA.

A number of significant items in there, one really big one that I have to point out for relevance NOW: the IPMS USA Members total here in 1988 was reported as falling into less than 3000 from 6000 + recent high. So less than half remained as retained folks.

Next big tidbit was regarding the California Modelers known to have taken awards at 1988 Dayton IPMS Nats; with Dave Mason of IPMS Silver Wings, Gary Allen of Fresno IPMS, Rodney J. Williams and Matt Matsushita of IPMS-SJSM all taking awards.

But the BIG WINNER from BAY AREA was one George Lee of San Leandro, who took Best Aircraft, First in Scratchbuilt, Most Popular and Judge's Best of Show Grand Award. That is very same George Lee whose name is now part of the same award, in Memoriam.



THE STYRENE SHEET

Vol. 32, No. 6 www.svsm.org September 1998

MiG-19: USSR's first supersonic fighter

By Bill Abbott

The headlong pace of airframe and engine development in the 1950s often led to aircraft that lacked the “just right” balance some design teams managed to strike. But who would have predicted in 1953, when the MiG-19 first flew, that the Soviet Union's first level-supersonic fighter would continue in production for frontline service until 1986, over 30 years later, or that even today, the Chinese Qianqian-5 attack variant would still be in production?

When Colonel-General Artem Mikoyan's team began work on the MiG-19 (code named “Farmer” by NATO) in 1951, one round of unsuccessful Soviet supersonic fighter designs had already been attempted. Neither the La-190 or the Yak-1000 was successful. Mikoyan had stayed out of the first round, but direct orders from Stalin had a predictable effect. (Mikhail Gurevich was moving away from day-to-day operations by 1950, although he wouldn't retire for another decade, and outlived his partner.)

The SM-2 prototype, assigned the official designation I-350 (I standing for Istrebitel, or Fighter), skillfully blended the necessary new technology with evolutions of the bureau's previous successes in the MiG-17. The new wing, engines and horizontal stabilizer were married to a forward fuselage, cockpit, landing gear, and armament arrangement logically developed from the MiG-17. Construction was largely of aluminum, in contrast to the F-100 and F8U, which made

extensive use of titanium. The U.S. fighters had less dramatically swept wings and inboard ailerons, which prevented the use of conventional flaps. The MiG's wing had a dramatic 55-degree sweep with conventional outboard ailerons (which caused no aeroelasticity problems) and conventional flaps. The result was low transonic drag, maneuverability and reasonable landing and takeoff speeds.

The slim and powerful engines were the first production axial-flow Soviet jets. They offered more thrust and less frontal area as a pair than any single centrifugal-flow Soviet alternative.



Like other successful Soviet designs, the MiG-19 was produced in considerable numbers under license. These Czech-built Avia S-106s served into the 1980s with the Czechoslovakian Air Force.

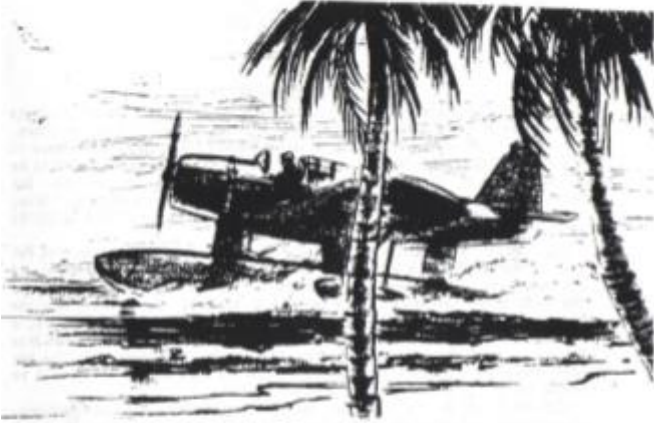
The type went into Soviet production as the MiG-19 in 1954 and was supplied to the entire Warsaw Pact and various allies, including Afghanistan, China, Cuba, Indonesia, Iraq, North Korea and Yugoslavia.

Service experience showed the need for an all-moving slab tailplane to replace the movable-for-trim surface and powered elevators. The hard-hitting NR-30 30mm cannon, with twice the propellant charge of the western ADEN or DEFA cannons, quickly replaced the original NR-23 23mm trio carried forward from the later MiG-17. Improvements in the engines, and a change in their designation from Mikulin AM-5 to Tumanski RD-9 after Mikulin's 1956 fall from political grace, were all that was needed to complete the basic day-fighter.

The original MiG-19 became in succession the MiG-19S (with all-movable stabilizers), MiG-19R (reconnaissance vari-

Continued on page 10

SAN JOSE SCALE MODELERS



IPMS-SAN JOSE



OCTOBER 1988

Next Meeting: October 21, 1988, Friday

Meeting Time: 7:30 PM - Gab. Shop,
8:00 PM - Business, Raffle

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

OCT 1998 – Frank Babbitt delivers an article of heft on the Airfix 1/72nd render of the Avro “Tin Triangle”

Brad Chun first informs us through Chris Bucholtz’s editorial about the imminent call for “display models” from the then NEW SOON TO OPEN USS HORNET MUSEUM. Brad and Chris emphasize if there was a place where models would be preserved and respect for them shown, it was likely better here than any !

Brad later in this issue gives a great review of the Academy F-86F in 1/48th scale, Mark Schynert treats us to his take on the Academy P-39 Airacobra in the scale of his favor, 1/72nd.

“NACA Bob” Miller reveals that when it comes to “the Mail”, even in 1/144th sometimes you will feel as if you went through the proverbial rain, sleet or snow to accomplish finishing when you are tackling the only kit going for this Beriev Attack Seaplane.

Masterkit may have been a clue as well as company name when it came to this Be-12 Seagull kitting, eh?

OCT 1988 OSS – Alan Wolcott manages again to have a nice sketch “action cover” for what the time was now one of FIVE Region Nine Newsletters going. Amazing data point

Another one that might intrigue you from this issue, Editor Alan chides inside that at that time SJSM had NINETY paid Members in Good Standing on hand, yet only EIGHT had a hand in helping the Newsletter. Hmm, Alan, that’s just bit less than 10 percent. Got news for ya, that’s been the HIGH AVERAGE no matter what our MiGS totals are for LONG LONG TIME NOW. Ask me how I know *grinning*.

Other big highlight news in here, A TWO DAY REGIONAL was hosted by IPMS Silver Wings, and basically turned out to be a bust, sadly (59 entrants for a 2 day Regional versus 84 entrants for an earlier in year SJSM “regular one day”)

As Alan noted, SJSM had already tried that idea out in past and found out not worth it as well. Silver Wings deserves a big hand though, they went on to host their Winter Classic (THIRD SHOW THAT YEAR FROM THEM) in December!

To my knowledge, that Northern Chapter is only one still in our 50+ year history to ever host 3 shows in a year TWICE ! They hosted two regulars and the NATS in 1986, and then 1988, their two Classics and THIS TWO DAY REGIONAL.

 **THE STYRENE SHEET**
Vol. 32, No. 7 www.svsm.org October 1998

Building Airfix’s kit of the mighty Vulcan

By Frank Babbitt

Britain’s global power in the 1960s could be symbolized in the three V bombers: Victor, Valiant, and Vulcan. The Vulcan was known by the RAF as the “Tin Triangle” and was greatly admired by its crew for its maneuverability and handling characteristics. The Vulcan might be mistaken for a flying wing because of its overwhelming delta wing surface area, but there is a prominent fuselage extending at the apex of the triangle.

The unique Vulcan design is appealing in the “if it looks right, it is right” sense. The demands of physics dictate the designs of nature and machines. In this case, the symmetry and proportions are the aesthetic by-product of aerodynamic requirements.

It was probably not easy to peer out of the sparse canopy glazing of the cockpit hood. This hood was jettisonable, as fictionally demonstrated by James Bond when escaping from the cockpit in “Thunderball.”

The Vulcan is not a subject which is widely represented by model companies. There is a 1:48 vacuumform kit available from Aeroclub, and it has been advertised to double as an elegant coffee table when assembled. I also read on the Internet that there is a massive kit to build a 1:24 flying Vulcan glider.

Leave it to Airfix to be the defender of the realm by producing a 1:72 kit of this Anglo aviation wonder. Lindberg produced a kit of the Vulcan prototype many years ago. The Airfix kit represents a B.2, and is a jolly good show (compared to the Lindberg kit, even though the Airfix Vulcan suffers a bit from unspectacular injection molding which includes sink marks, heavy raised panel lines, flash, etc. Fortunately, there are none of the infamous oversized Airfix rivets. The kit appears to

have correct overall lines without warpage, and faithfully reproduces the shape, which includes the sculpted concave underside at the cranked leading edge.

The Airfix Vulcan kit was toolied about ten years ago. Airfix has made great strides over the years in their mold engineering as evidenced by the more recent EE Lightning. The sun never sets on this British company.

I packed away the old un-built Lindberg kit of the prototype Vulcan that I purchased many years ago, with little hope of building this into anything presentable. I since decided to take a stab at the Airfix kit. Before I purchased this Airfix kit, I considered that it may be very simple just glue together two massive top and bottom delta wing surfaces and paint on it. Well, it is not nearly as easy as it first seems and there are many areas that need special attention. Also, lots of super glue and sandpaper was used up in this modeling project.

I chose to build a Vulcan with series 200 engine exhausts. This is different from the series 300 exhausts which are pathetically represented in the kit as some manner of vestigial orifices. There are subtle aspects of the real Vulcan exhaust nozzles which are not intuitive. They should be tapered and the outside exhaust should deviate slightly outward from the center. This design was needed to resolve asymmetric handling characteristics.

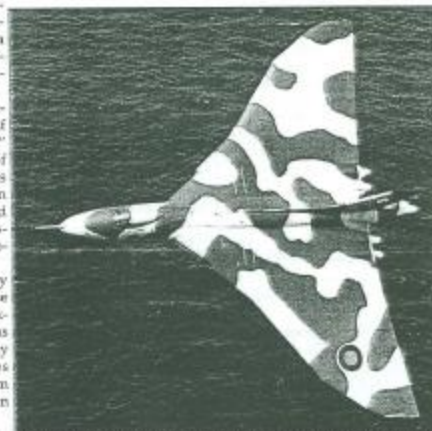
My series 200 exhausts were fashioned from styrene tubing. This tubing was contoured by mounting the tube on my Dremel drill and rotating at slow RPM using sanding sticks to achieve a taper.

I had earlier purchased a Flightpath etch detail set, but was disappointed to find out that later Flightpath sets included

Continued on page 9

The Styrene Sheet is a monthly publication of the Silicon Valley Chapter of the International Plastic Model Society (IPMS). Articles and comments should be submitted to Chris Bucholtz, Editor, P.O. Box 361644, Milpitas, CA 95036, or by E-mail at bucholtz@cfaol.com. Excerpts may be published only with the written permission of the editor.

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A Vulcan B Mk.2 MRB on a low-level training mission over the Atlantic. Note the rounded on the left wing only.



THE STYRENE SHEET

VOL. 42, No. 10 WWW.SVSM.ORG OCTOBER 2008

A Publication of the Silicon Valley Scale Modelers, A Chartered Chapter of International Plastic Modeler's Society, USA branch.

SVSM MEMBER CAUGHT WORKING IN RENO !

Scandalous evidence revealed here in graphic photo detail! (all photos courtesy of this fine gentleman too, thanks Meek!)



The name Mike Meek, and the incredible scale models of Air Racing craft he makes are known to many in club. However, his range of expertise and operations are not so well known or documented. Thus I am exposing more of his talents here despite him. Also giving Mike a bad time in print with his own work can be said to amuse me while giving thanks to powers that be for us having crossed paths through this club, so I can enjoy knowing him

Attending this year's NCAR (National Championship Air Races), Jim Prieto and I were honored to be catching Mr Mike Meek hard at work (gasp!) in the race pits, a valued member of Team Dago Red (continued on page 3)



THE STYRENE SHEET

Vol. 32, No. 8

www.svsm.org

November 1998

Scouting around Tamiya's new M8 Greyhound

By Bradley D. Chun

During World War II, the M8 Greyhound served at the United States' most widely-used armored car. Used primarily as an escort and reconnaissance vehicle, the six-wheeled vehicle's light weight and speed made it very maneuverable, and it served in every theater of the war.

Development of the M8 began in 1941. The Ford Company test-drove the first prototype in June, 1942, and the vehicle reached front-line troops starting in the spring of 1943. Originally intended to serve as an armor support vehicle, the vehicle was fast and quiet, making it an ideal choice for the reconnaissance mission. The Greyhound had a Hercules JXD rear-mounted water-cooled engine with a horsepower rating of 100hp at 3,000 rpm driving a five-speed gearbox (4 forward and 1 reverse). The combination of the six wheels and engine configuration made the Greyhound a very stable vehicle, with a maximum speed in excess of 55mph, and a range of 350 miles.



The speed and agility of the M8 Greyhound made it the premiere American scouting vehicle of World War II.

1945. Greyhounds were primarily deployed in Europe, although some also served in the Pacific. The M8 was also supplied to the French and British, who gave the M8 the nickname of "Greyhound." Many countries continued to use the M8 Greyhound well after World War II.

Until recently, 1:35 scale models of the M8 and M20 were limited to the releases by Monogram in 1:32 and a resin 1:35 M8 Greyhound by AD/ Azimut. Monogram re-released their M20 in the SSP program a few years ago, and they have all but disappeared from hobby shop shelves. In the mid-to-late-'60s or early '70s Tamiya had a 1:35 scale M8 Greyhound, but that kit has become very dated as the hobby has matured. Tamiya has finally come to the rescue of armor modelers by releasing a new-tool M8 Greyhound. After seeing the built example at the IPMS National Convention, I knew I had to have one these! This release follows a trend that Tamiya has recent started by recently releasing a new-tool Kubelwagen, Schwimmwagen, Jeep, and 2 1/2-ton truck.

At least Tamiya isn't following the trend of Revell-Monogram when it comes to packaging their kits. Tamiya is still packing their kits in sturdy two-piece boxes and not the flimsy, flip top, clamshell, one-piece boxes. The kit is packaged in typical Tamiya fashion. Inside the kit the modeler will find an instruction sheet, four bags containing six sprues of injection molded parts, and a decal sheet.

The kit consists of 210 parts in the usual olive drab plastic, plus a length of string/twine for the tow cable. All the parts are crisply molded, with no flash to be found anywhere. The

Continued on page 6

The Styrene Sheet is a monthly publication of the Silicon Valley Chapter of the International Plastic Model Society (IPMS). Articles and comments should be submitted to Chris Buchholz, Editor, P.O. Box 361664, Millpitas, CA 95036, or by E-mail at buchholtz@aol.com. Excerpts may be published only with the written permission of the editor.

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OCT 2008 – Editor Mick Burton manages to put some color into the Fall issue of Styrene Sheet thanks to the always splendid photo work of “Racer” Mike Meek.

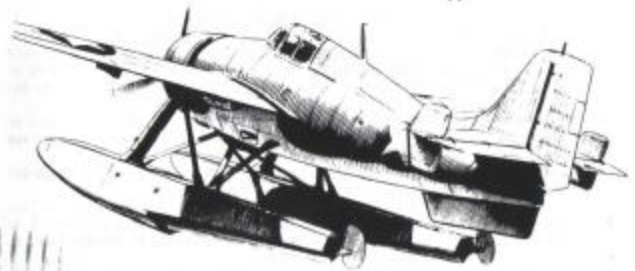
You could call this the “*All Nevada Issue*” as inside the only other Article is a great writeup with color too, of the MGM “Grand Illusion” Super 62 DC-8 by Ken Miller !

Well ok, there was a single page Burton fit in on Oregon...

NOV 1988 OSS - Overwhelmed Editor Alan Wolcott gets witty anyway with a 12 page ! issue out, includes news on then new F-117 and a cool bit about WildCatFish F4F-3S which made the cover by sleight of hand.

SAN JOSE SCALE MODELERS

IPMS-SAN JOSE



GRUMMAN WILDCATFISH

Taking their cue from the Japanese use of floatplanes in the south Pacific and Aleutian theaters, the U.S. Navy sponsored conversion of a standard Grumman F4F-3 Wildcat to a floatplane fighter. Work was done by the Eds Corp, who started the project in the Fall of 1942 and finished the twin-float conversion early the following year. Auxiliary rudders were added near the tips of the horizontal tail to maintain directional controllability comparable to the standard Wildcat.

NOVEMBER 1988

Next Meeting: November 18, 1988, Friday

Meeting Time: 7:30 PM - Gab, Shop, 8:00 PM - Business, Raffle

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

NOV 1998 OSS, Opens with Brad Chun's take on then new Tamiya M8 in 1/35th, Editorial emphasis on fun being a road warrior to OrangeCon and AVG, Summer & Gearing class Destroyers modelling improvement by Bert McDowell Also “NACA Bob” Miller extols reclaiming Golden Age of Martin M-130 Clipper with Glencoe re-issue, Ken Miller's tale of “the OTHER D.B. Cooper & a 727” is a must read ! October '98 minutes held a few surprises inside as well



NOV 2008 OSS, Burton was Editor, next month noted he'd be spelled thankfully by stalwart "Young William" Ferrante for last issue of the year. This issue marked the FOURTH MOVE of MEETING LOCALE, here at 44th year of club as IPMS chapter with November marking the Milpitas PD Community Room as such. So this fall is NINE years we'll have been in those august confines.

Mark Schynert's much appreciated new article in this very odd twin leads off the issue, and inside you'll find an article disguised as an Editorial, in which Burton is recounting the fun of "social engineering a docent" at the Fox Field Aviation History Museum so that group could get "inside" the C-119, A.W. Argosy and KC-97 we had only been able to admire from without before.

As Burton revealed, at this point he'd made 10 of the 12 AVG Desert Classics then held, and visited these birds nearly every time. But now the inside story was his also. Cost him a 1/48th P-39F and Spitfire Mk II as donations, but well worth it (they didn't win anyways)

The AVG "X-plane competition" in which Burton's one X-32 joined others in "also ran" category was in this issue. Turned out also that the docent he met was on team at Edwards working with the real X-32, but no way was Burton's getting donated, sorry.

Best surprise in this issue, Bill Ferrante's Model of the Month which won a prize next day also at The Same Desert Classic. It was Washington DC under attack...FYI

OH SHIVER ME VICKERS, That's No Mosquito!



Vicker's Tin Mossier—A Study in Persistence By Mark Schynert

Of all the fighters the British developed during WWII, perhaps the most exotic and most troubled was the Vickers 432, an experimental fighter with a passing resemblance to the Mosquito, though all metal instead of wood. Designed as a high-speed high-altitude interceptor, it demonstrated far higher performance than its competitor, the Westland Welkin, but it had so many other problems that it never got beyond a single prototype. Which, of course, makes it an ideal subject to model from my perspective. Along came Kora, offering a resin kit that I picked up in 2005. The presentation was mostly resin, supplemented by white metal landing gear legs, a small photo etch fret for cockpit, radiators, antennae and the like, and a vac clear-blown bubble to cover the pressurized cockpit. (continued on page 3)

SAN JOSE SCALE MODELERS

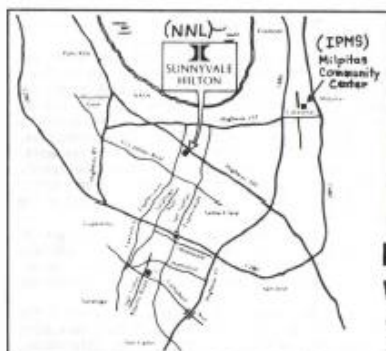
IPMS-SAN JOSE



NNL /

West Coast Model Expo January 14/15

SJSA Annual Model Contest February 19



Last Chance VA Donations THIS MEETING

DECEMBER 1988

Next Meeting: December 16, 1988, Friday Meeting Time: 7:30 PM - Gab, Shop, 8:00 PM - Business, Raffle Location: Mercury Savings Meeting Room 19376 Stevens Creek Blvd. Cupertino

DEC 1988 - Alan Wolcott, Editor with lead off cover that has the then FIFTH Annual NNL Western Nationals event noted.

Which was leadoff for the next day's West Coast Model Expo, a huge sales event that included more than just scale model autos for offerings. Locale at this time was Sunnyside Hilton for both.

Alan reminded all that current E-Board would be soon in need of new blood in its entirety, as President B Bauer, VP E McClure, Sec/Editor A Wolcott and Treasurer R Barden had all been won smooth by this point. Most on current Board had served multiple consecutive terms or had been an Officer somewhere on it for a good part of their membership so far (B Bauer).

This issue marked also the imminent onset of the NEW IPMS USA Journal, which would replace the "two headed monster" comprising the "Quarterly" and "Update" of many years prior

Mark this date as well, at this point IPMS-USA had only 2500 Members active on roster as recorded per officials...down from a high of over 6400 only a few years before. Some things don't change so much from today when you have more data on hand.



THE STYRENE SHEET

Vol. 32, No. 9

www.svsm.org

December 1998

Turning MPC's kit into an accurate X-Wing

By Mike Yamada

Like the British Spitfire of World War Two, the Incom T-65 X-Wing fighter is the main space superiority fighter of the Rebel Forces of the Star Wars movie universe. Designed by special effects model designer Joe Johnston, the X-Wing is a single seat fighter, with one pilot plus one R2 droid. The ship's length is 12.5 meters. Armament consists of four Taim & Bak KX9 laser cannons mounted on the ends of articulated wings that deploy into an "X" shape when viewed from the front or rear. The X-Wing is also armed with eight proton torpedoes launched from two Krupps MG7 Proton Torpedo Launchers mounted on the sides of the fuselage.

Hyperspace-capable propulsion is generated by a Novalex 04-Z power generator and four Incom 4L4 fusial thrust engines. For defense, the X-Wing uses a Chempat "Defender" deflector screen projector.

The X-Wing "Red Five" (identified by five red stripes painted on the wings) was piloted by Luke Skywalker during the successful attack on the Death Star in Star Wars Episode IV, A New Hope, as well as Episode V, The Empire Strikes Back, and Episode VI, Return of the Jedi.

After seeing the theatrical re-releases of the Star Wars trilogy, I was fired up to build an X-Wing for my collection. I had been able to obtain one of the now out-of-production Argonauts multimedia kits (\$75). However, when I compared

the Argonauts kit with the MPC snap kit (\$7), I could tell the Argonauts kit, as nice as it is, was based on the MPC kit with additional details added, including a vinyl one-piece fuselage, resin X-wings, cast metal laser cannons and landing gear. I wanted to see if I could improve my scratchbuilding techniques in order to do my own "accurization" of the MPC kit.

The MPC kit is basically accurate in outline and dimensions, based on the various drawings I have seen. It is however, simplified for easy assembly, and could be improved in several areas.

Based on my study of the references, including the movies on videotape, photos and blueprints in books, and photos I took of the actual filming models when they were displayed in San Francisco a few years ago, I found that there were several different models used in the movie's filming: several smaller ones that were about two feet long, and a large-scale one that is 1.45 meters long. I decided to use the large-scale model as my prototype, even though it is actually marked as

"Red Three." I believe stripes were added or deleted as needed for the different shots used in the movie.

The configuration of the red stripe on the port side of the fuselage matched the movie still of Luke's Red Five X-wing

Continued on page 8



Three X-Wings peel off to attack in the first Star Wars film. Study of the real photo models helped Mike improve his model.

The Styrene Sheet is a monthly publication of the Silicon Valley Chapter of the International Plastic Model Society (IPMS). Articles and comments should be submitted to Chris Bucholtz, Editor, P.O. Box 361644, Milpitas, CA 95036, or by E-mail at bucholtz@aol.com. Excerpts may be published only with the written permission of the editor.

© 1998 Silicon Valley Scale Modelers

DEC 1998 OSS – Spectacular lead off article with nice change up having a SF vehicle for feature here.

Mike Yamada was a pretty active and enthused guy whilst with SVSM, this is more evidence of that fact.

Editorial duty was shared between Chris Bucholtz and Randy Ray this issue, with an amusing recollection of Road Trip with Burton to the '98 Winter Classic up in Sacramento by Randy, as Chris had to pass on going.

One small Editorial correction to make here as Chris has in it that "the club is larger than it has ever been-roughly 80 members ..." That's a great number of paid members and one of the highest for SVSM recorded. I will refer you back however in this very Wayback, to a comment in OCTOBER '88 (ten years before) when it was 90 paid members in SJSM, which was about our biggest ever in total so far. Yes, having all these old Newsletters and being a Prehistoric Patron of the club does make me a pain to be around, yet History is very important and elusive to keep up, SO there you have it.

Also in this issue: Brad Chun reviews re-released B-26 in 1/48th by Revell-Mono, Bert McDowell improves a 1/700 scale USS Bogue, Chris B's legendary writeup of the SVSM Gift Exchange for the upcoming meet.

DEC 2008 - NO SUCH Animal ? FAR FROM IT, YO !

Now Burton is catching a break, and "Young William" is having all the fun of putting out an Original Styrene Sheet, which of course, he'd been very practiced at in past, since it was he whom you may recall, in fact named it 2/3 of that .

Content this issue was event heavy, and several of note if you want to really know: THE BIGGEST "NO COMPETE DISPLAY ONLY Model Event SHOW" that West Coast ever has seen that I know of, the TWO DAY NorthWest Scale Modelers annual display at the Seattle Museum Of Flight for the 2009 February is announced here. This was themed "The Mighty Eighth" and it ended up with a Spectacular display of over 1000 scale models to see ! An Independent (Non IPMS) Model Club, NW Scale Mod is still setting records for "the impossible idea of display" to this day, and still with two day events to boot there.

The 20th anniversary ValleyCon of another indie, Pasadena Modelers Society, was also on the 2009 Events listed here You may know that their 2017 event held in the Peterson Auto Museum, set new records for model shows in CA.

OKAY That's a Wrap for now. Next Time – we go to the 2014 period for a "wraparound" celebration pass in review

<http://www.mickbmodeler.com/editor-svsm-archive.php>, the current Time Travel is on lower half. For pdfs of all here

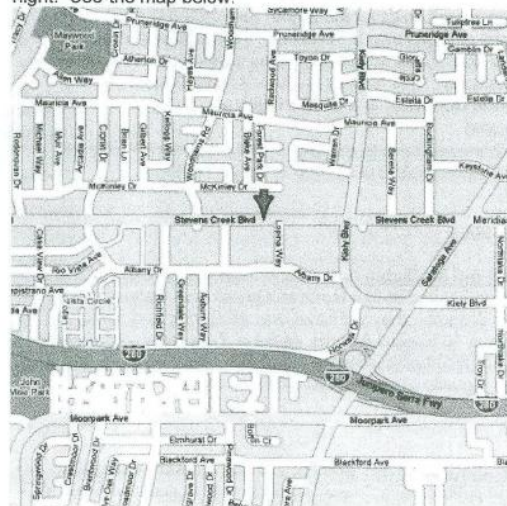


THE STYRENE SHEET

VOL. 42, NO. 8 WWW.SVSM.ORG DECEMBER 2008

Editor's Ravings – this month, Bill Ferrante

It is December so it can only mean its time for the fabulous SVSM Christmas party and gift exchange. The meeting this month is at the Round Table Pizza where we had the Christmas party last year. The address is Round Table Pizza, 4400 Stevens Creek Blvd., San Jose, CA 95129. There is a large sign and there is plenty of parking. Please don't bring models as it will be a busy night. See the map below.



The gift exchange works like it has in the past. A gift can be stolen 3 times before it is dead. Each person is limited to 2 gifts. Gifts should be valued to at least \$15.00 each but feel free to spend more. Each gift will be recorded so we know who brought what in case someone brings a pack of Starfix or ancient Airfix kits. Said person will face the ridicule of the assembled masses and take their kit home. See you there.



18TH ANNUAL MODEL CONTEST

Theme:

RECORD BREAKERS & FAMOUS FIRSTS



**LOCAL EVENTS
VENDOR TABLES
2 BIG RAFFLES**

Date: Saturday - September 9th, 2017

Location: Desert Heights Elementary School
13948 Mt. Bismark - Reno, Nevada
9:00AM - 4:00PM

Entry Fee: Free to All Non-Entrants
\$5.00 for First Model
\$1.00 for Each Additional Model

Vendor Tables: \$25.00 (register early)

Contact : Neil Hulse for reservations - knk41063@att.net

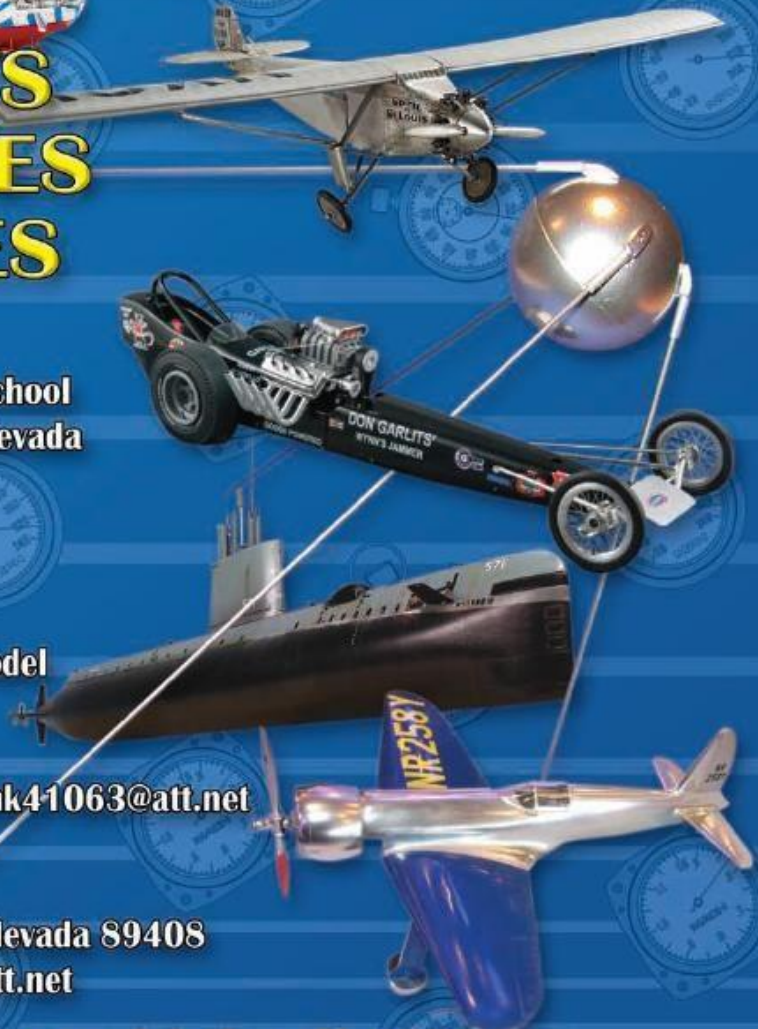
Chapter Contact:

Douglas Summers

1045 Lasso Way - Fernley, Nevada 89408

(775) 835-0140 - ghpltd@att.net

Visit us at www.renohighrollers.com





TRI-CITY CLASSIC 13

Scale Model Contest and Exhibition



Sunday, September 17 2017

Milpitas Community Center 457 E Calaveras Blvd. Milpitas, California 9am - 5pm

56 Categories of Competition in Aircraft, Autos, Figures, Ships, Military Vehicles, Space & Fictional, and Paper Kits

This Year's Theme "Australia" (anything Australia/NZ or directly related)



NEW Special Awards in addition to traditional First/Second/Third place are:



“ On The Beach ” Award for Best Entry befitting the Contest Theme

“ Blast The Bush ” (three awards for: Best ANZAC, RAAF, or UK Nuclear Weapon Subject)

“ Mad Max, Road Warrior “ Award for Best Post 1945 Australian/NZ subject

Plus these: “ At Dawn’s Early Light ”, “ Best Twin Engine Lightning “, “ Best 1917 ”, “ Tasmanian Titan ”

Also: Vendors, a raffle and other fun items announced on day of event!

Free Admission to all spectators!

Contestant Entry: \$ 10 for modelers 18 & older w/ TEN model entries or less (\$1 each additional entry) All modelers 17/under. FREE/unlimited entries

For Vendor Information, contact **Lou Orselli** by phone at (510) 481-7335 VALID CA SALES TAX PERMIT REQUIRED

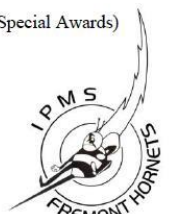
Email Contest Director Mick Burton directly at DAZE61283@mypacks.net with “Tri City 12 Contest” on subject line

The following are planned for 2017 TriCity Classic XIII. Entrants should not plan for nor expect splits. **SWEEPS ALLOWED** in **REGULAR CATEGORIES**. (*Not for Specials*)

Cat #	Category Description	Youth = (12 & Under)	Junior = (13-17)	Senior (18 and up)	AS = All Scales	AS/AT = All Scales / All Types
1A	Youth Aircraft AS/AT	1B Youth Automotive	1C Youth Mil Vehicles	3A Junior Mil Vehicles	3B Junior Automotive	
2A	Youth SF/Fantasy/Veh & Figures	2B Youth All Other	3C Junior SF/Fantasy/Veh & Figures	3D Junior Ships/All Other	4 Junior Aircraft AS/AT	
5A	Biplanes/Fabric & Rigging, 1/32 & larger		10	MultiEngine Jet/Rocket Aircraft 1/72		
5B	Biplanes/Fabric & Rigging, 1/48 & smaller		11	Single Eng Prop or Turbo Axis 1/48		
6	Single Engine Prop or Turbo 1/72 Axis		12	Single Eng Prop or Turboprop 1/48 Allied/Neutral		
7	Single Engine Prop or Turbo 1/72 Allied/Neutral		13	MultiEngine Prop or Turbo Aircraft 1/48		
8	MultiEngine Prop or Turbo Aircraft 1/72		14	Single Engine Jet/Rocket Aircraft 1/48		
9	Single Engine Jet or Rocket Aircraft 1/72		15	MultiEngine Jet/Rocket 1/48		
16	Aircraft 1/87 scale and smaller		21	Rotary Wing Aircraft, AS/AT		
17	Aircraft Prop or Turboprop 1/40 and larger		22	VACUFORM/Mixed Media Aircraft, (Full kits, not conversions) AS/AT		
18	Aircraft Jet 1/40 and larger		23	Surface Ships 1/401 & Smaller		
19	Air Racers, AS		24	Surface Ships 1/400 & Larger		
20	AirLiners/Civilian Air, AS		25	Submarines, AS		
26	Autos Custom & LowRider, AS		33	Military Softskin 1/35		
27	Automobiles Competition, Open Wheel, AS		34	AFVs & Military Softskin 1/48		
28	Automobiles Competition, Closed Wheel, AS		35	Missiles, AT/AS		
29	Motorcycle/Autos, Other. (Stock, Comm'l, Pickups) AS		36	AFVs Military Softskin 1/50 & Smaller		
30	Armored Fighting Vehicles 1/35 Allied		37	Artillery, AS		
31	Armored Fighting Vehicles 1/35 Axis		38	Real Space, AS		
32	Armored Fighting Vehicles 1/35 1955 & later					
39	Hypothetical, AS/AT		42	Figures, Historical, to 18 th Century AS	46	Collections, AS/AT
40A	Figures Fantasy & SciFi, Horror, Robots, AS		43	Figures, Historical, 19 th Century & beyond	47	UNFINISHED Subjects
40B	GUNDAM Models, ONLY		44	Miscellaneous, AS/AT	48	PAPER All Types & Scales
41	Sci Fic Vehicles/Spacecraft, AS		45	Dioramas, AS/AT		

Special Awards in addition to traditional First/Second/Third place are: (Please Note: NO SWEEPS in Special Awards)

1. “ On The Beach ” Award for Best Entry befitting the Contest Theme
2. “ Blast The Bush ” Award (3) Best ANZAC, “ RAAF ”, “ UK Nuclear Weapon “ Subject
3. “ Mad Max, Road Warrior ” Award Best Post 1945 Australian/NZ subject
4. “ Ken Durling Memorial ” Award for Most Creative or Quirky Entry
5. “ Know A Hornet’s Mighty Sting ” for Best American Fighter Aircraft, in honor of Sir Bob 1759 OBE
6. “Diamond In The Rough” Best Finished Model from a Worst Start
7. “At Dawn’s Early Light” Best Prehistoric Creature or Early Man
8. “ 1917 ” Best of Any Subject from the year 1917 (Centennial)
9. “ Lightning Strikes Twice” : Best English Electric or Lockheed Lightning, Arado Blitz (all are Twin Engine Lightning)
10. “ Tasmanian Titan “ Best F1/Tasman Formula Subject (Car or Driver)
11. Awards for Best in Category for: Figure or Robot; Automotive; Ship or SpaceShip; Aircraft; Armor; Show Senior, Show Junior or Youth
12. “ John McLane Memorial Award” Best 1/48 WW2 Aircraft Subject, Given by IPMS-Monterey Bay in honor of a great man and contributing member





SAVE THE DATE!

INAUGURAL

MODEL EXPO & OPEN COCKPIT DAY

ABOARD THE USS HORNET SEA, AIR & SPACE MUSEUM

Saturday, October 14th, 2017
10 AM to 4 PM

In Celebration of the U.S. Navy's Birthday, come aboard for an IPMS Sacramento, Silver Wings Sponsored Model Contest, Food, Model Vendors, and Family Fun!

For more info, please contact Kimberlee at Outreach@uss-hornet.org or Joe (IPMS 17470) at JMH3GUY@hotmail.com



HERE'S WHAT YOU NEED TO KNOW

Fees: General Museum Admission,
Plus \$1 per model to enter the contest

Theme: Navy Day! Happy Birthday US Navy.

Vendor Info/Registration :
Contact Kimberlee at Outreach@uss-hornet.org

Questions About the Competition :
Contact Joe at jmh3guy@hotmail.com

Special Categories:
Best of Show
Best Naval Subject
Best Naval Diorama
Best Naval Aircraft
Best Armor

For complete list of categories, visit
www.uss-hornet.org/calendar/modelexpo/

2017 USS Hornet / Silver Wings Model Expo Contest Categories:

Biplanes, All Scales, All Eras
Single Engine Prop 1/72 and Smaller
Single Engine Prop 1/48
Aircraft 1/32 and Larger, All Eras
Multi Engine Prop, All Eras, All Scales
Jets 1/72 and Smaller
Jets 1/48
Rotary Wing, All Eras, All Scales
Military Vehicles, Soft Skin, Wheeled and Track, All Eras, All Scales
Military Vehicles, Armored, Wheeled, and Semi-Tracked, All Eras, All Scales
Military Vehicles, Armored, Fully Tracked, All Eras, All Scales
Artillery, All Scales, All Eras
Diorama
Figures, All Scales, All Eras
Civilian Vehicles, Stock
Civilian Vehicles, Custom
Civilian Vehicles, Competition
Motorcycles
Ships, All Scales, All Eras
Railroad, All Scales, All Eras
Sci-Fi, Space Fact and Fantasy
Junior Models, All Scales, All Eras (11-16 yrs)
Sub Junior Models, All Scales, All Eras (up to 10 yrs)
Out of the Box, All Scales
Miscellaneous
Special Category (Theme)
Collections
Civilian Airliners, All Scales, All Eras

MARK CALENDARS
FOR A NEW DATE FOR
DESERT CLASSIC EVENT



SATURDAY OCTOBER 28 2017

ANTELOPE VALLEY COLLEGE, LANCASTER CA

DESERT CLASSIC # 21

THEME IS " The PSYCHEDELIC SIXTIES "

ALSO FEATURING ANOTHER ROUND OF SPECIAL CATEGORY

JURASSIC PLASTIC !

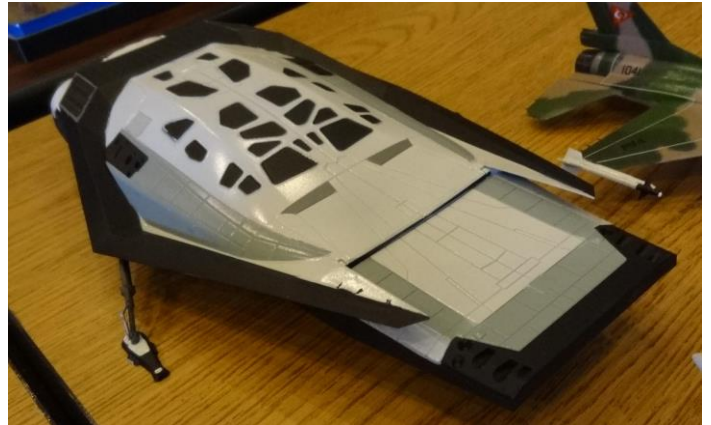
LITTLE OUTLINES of CLUB CONTESTS for YEAR 2017

SVSM MEMBER' s CONTEST OCTOBER “*Monsters & Magination*”



What this is, simply: ANY Horror or Science Fiction subject, nothing restrictive other than that in entry terms. Oh ! But for a small technicality,

ENTRIES MUST BE FINISHED TO COMPETE



SVSM EDITOR' s CONTEST NOVEMBER

“*WATCH THE SKIES*”



Say what ??? How on Earth does a Flying Saucer, the Arado AR-234 and two versions of P-38 “Lightning” mesh for even a legendary for their “Mr Fantastic” Stretch, SVSM Club Contest ? Rock simple and fiendishly stellar in scope, BECAUSE they all relate in an “atmospheric or skyborne” fashion. Any Scale, Any Type subject as long as it’s tied to Atmosphere (weather related items are easy and wide range) Or Day or Night Sky (So of course UFOs, Flying Disks, or “Constellations”, “visible Planets & Stars, Heavenly Bodies” (So Mars, Venus, Jupiter, Saturn related, Polaris, for some)

Remember, November is traditional “End All and Be All” Club Contest, so Editor tries to make a fun and wide scope Possible for this particular month, last “regular” meeting

A small technicality, ENTRIES MUST BE FINISHED TO COMPETE

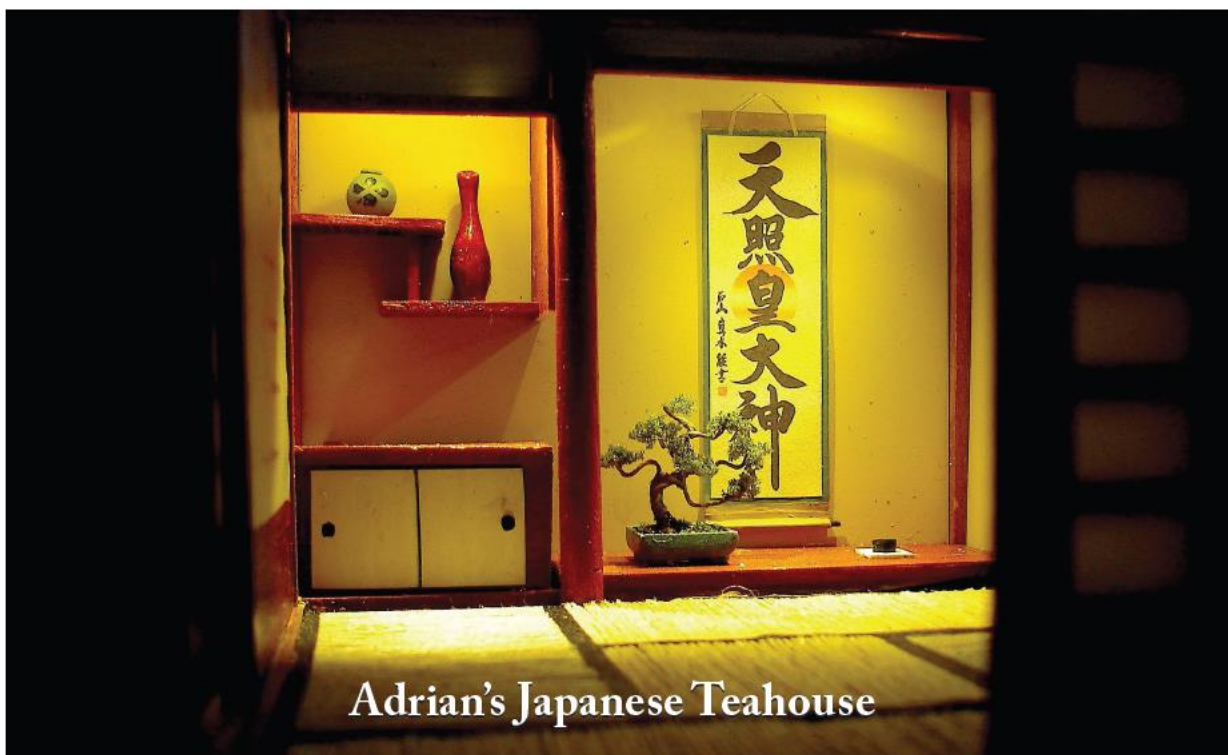


IN A TRIBUTE TO A SUDDENLY TAKEN FRIEND – *A Look at a Month Passing*

IPMS Monterey Bay Newsletter - Vol. 3 No. 7 July 2017



The Monterey Bay Muddler



Adrian's Japanese Teahouse

The International Plastic Modelers Society, Central Coast-Monterey Bay Chapter held its monthly meeting at President Lester Tockerman's home in Seaside on Sunday, July 2, 2017, a beautiful, sunny day.

As usual, the meeting started a bit late, but that was O.K., because Wendy did a great job redecorating the back patio. The chefs at Safeway did a great job making the roasted chicken and the hero sandwiches, which were enthusiastically devoured by all. Those who did the devouring were David Clarke, David Conneau, grandson Evan, Ramon Lomeli, and son, Oliver, the brothers Marcum...Larry and Lee, Kelly Avery, Ron Cline, our long lost brother Adrian Garza, Anthony Moltini., and our gracious and generous host, Lester , who gave the whole affair a relaxed and party-like atmosphere. What a lovely way to spend a fog-free July afternoon!

*And after a little more news, comment on this front page
with Adrian's great Tea House on cover...on issue goes to*

SHOW AND TELL!!!

AND SOON ENOUGH WE GO THROUGH OTHER PAGES TO FIND ---

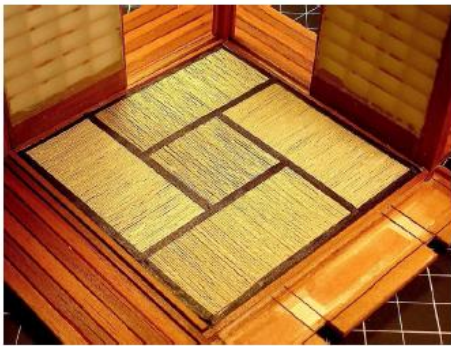
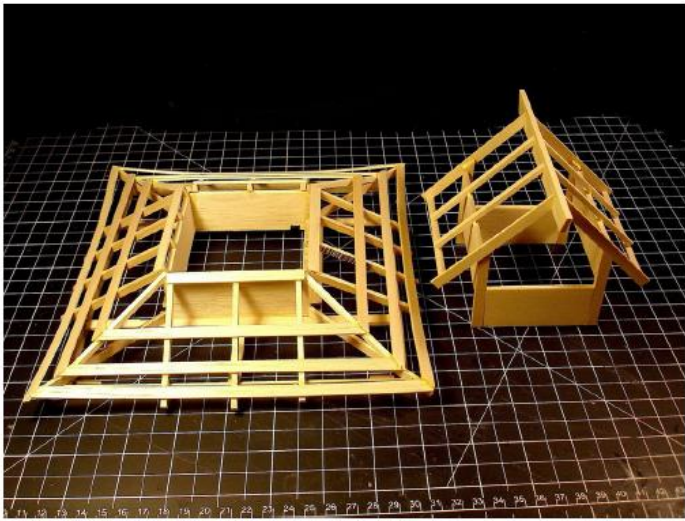


ADRIAN GARZA wowed the show with a FABULOUS scratch-built Japanese Tea House in 1/24th scale. Still a WIP, it's constructed of bass, balsa wood and plastic. The tatami mats were made strand by strand. The shoji doors are functional, the interior is fully appointed according to classical Japanese tradition. Upon completion of the Tea House, Adrian intends to place it in a formal Japanese landscape, complete with water effects. In the Japanese garden, every element has significance and is placed according to strict custom. Adrian's sensitive attention to such detail is inspiring. Oh, and did we mention that the entire project is lit with tiny lights? So far, he has 2 months worth of work in it, but I have this feeling that he will soon join Ramon and Lee at the funny farm.(or the Smithsonian).....actually, we are envious in the very best way possible.



Adrian's Workbench

Selected WIP shots from Adrian's work bench...



PARTING THOUGHTS



It is with the greatest sadness that I have to tell you that our brother Adrian Garza died Tuesday night (August 22). If there are any consolations, they are these, he is now reunited with his beloved mother, and, he is without pain. He will always be remembered by us with love and admiration, and will always be a standard that many of us will try to live up to. God rest his soul in peace.

With great sadness,

Lester

We have lost a talented and gifted artist. I have no doubt that at his passing, Adrian went straight to Heaven, Why? Because God loves to surround Himself with good people such as Adrian. As a Heaven warming present, Adrian was issued his own personal F4 Phantom with unlimited ceiling and endless fuel. So if you hear a little sonic boom at dawn or spot contrails in the sunset, it's Adrian doing a fly over.

David Conneau



"FEEL THE FURY" – NAPREDAK HALL - 770 MONTAGUE EXPY. SAN JOSE CA. 95131

CONTEST THEME COVERING HAWKER FURY BASED AIRCRAFT, NAA FJ FURY AND F-86 JETS, PLYMOUTH FURY AUTO'S, COLD WAR, CUBAN MISSILE CRISIS, ICBM, ATOMIC WEAPONS, MONSTER TV&MOVIES, GUNDAM, GUN TRUCKS ALL ERAS, F-8 CRUSADERS/ BEARCATS, NAUTICAL SUBJECTS IN BATTLE, PEOPLE WHO CAUSE BATTLES BY THEIR ACTIONS, BAJA & OFF-ROAD COMPETITION VEHICLES, OPERATION URGENT FURY (MILITARY HARDWARE USED) MORE SUBJECTS TO BE ADD.

9AM DOORS OPEN, 12 NOON REGISTRATION CLOSES, 1:05 JUDGES MEETING, 3:30 AWARDS 2 RAFFLES HELD AT 11AM & 2PM.

COMPETITION OPEN TO PUBLIC (IPMS MEMBERS OR NOT) IN 48 CATEGORIES OF SENIOR (18 & UP), 5 JUNIOR CATEGORIES (13-17), 4 SUB JUNIORS (12 & UNDER). SWEEP ALLOWED.

SENIOR \$12 UNLIMITED NUMBER OF MODELS, JUNIOR \$2 UP TO 5 MODELS 6 OR MORE \$5 FLAT FEE, SUB JUNIOR. \$1 UP TO 5 MODELS 6 OR MORE \$5 FLAT FEE.

VENDOR TABLES CONTACT MIKE WOOLSON swingwingklvk@gmail.com

TABLES ARE VERY LIMITED. A VALID STATE OF CALIFORNIA TAX FORM/PERMIT REQUIRED.

<https://www.boe.ca.gov/info/reg.htm>

www.mickbmodeler.com & www.svsm.org for more information

STILL COMING UP IN AN AFTERMARKET NEAR YOU ! Looking Back at 50...

PLUS

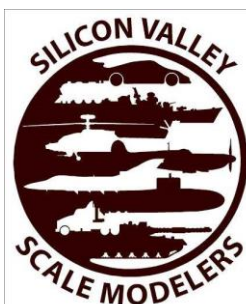
Another bunch of stuff the Editor managed to toss together 😊

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.***



EDITOR
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