



THE AFTER MARKET SHEET



VOL. 50A, No. 10A WWW.SVSM.ORG OCTOBER 2016

A Publication of the SVSM Chapter of International Plastic Modeler's Society, USA
RODDIN' AROUND WITH SOME MODEL GUY FROM OUTATOWN :



Text/Images: Rodney J Williams

'32 FORD STREET ROD, by ROD '

Monogram's "Classic Cruiser" in 1/25 Scale

(Continued on page 3)

“ WHAT IF WE HELD A COMPETITION AND EVERYONE CAME , BUT NO ONE JUDGED ? ”

The number of events over the years where I or someone else who filled one of staff posts or took on as Contest Director duty the unenviable task of being Head Judge, where afterward you'd heard “all about the terrible job, the home cooking, the insanity of picking this or that *utterly inaccurate* entry over this greater piece”, is simply legion. It even gets boring after a while, to tell the truth. As does the incisive (but perceived often by the person telling you, as utterly insightful and somehow, news to you) droll about “why don't YOU or your people do a complete listing why someone loses to another, so WE (who didn't participate in that work) could understand (sometimes leaving impression some of them would then magically quit denigrating all this of others...)”

This discussion on “practice and outcome of Judges at contests” and its cousins (the Masters Category Concept, Giving out Gold Or Silver Or Bronze in some indeterminate, “fairer” way, giving A Nod to “Accuracy” adherents...) all have been far too long in a play for wasting others time. Suffice to repeat as I have had to do like so many whom I have shared this “fun conversation topics” in “after math seminars”, YOU WOULD NOT HAVE ASK IF YOU BECAME A JUDGE ALONG WITH THE REST OF US.



The last couple of years at shows locally and afar, the supply of judges for events is reaching a truly alarming critical shortage as a baseline. Which ends up making other staff have to split out time doing other critical tasks that either are following this process, are in support prior to that process, or then by adding a Judging stint, shorting another task for others enjoyment (like a Raffle, or spelling a staffer for lunch break) that simply adds another log to the “oh so know it all” crowd in criticism afterwards, when it's safe. Might need a bat upside the head to some of you out there to put this across, but if you'd like to see LESS SHOWS, LESS GOOD OR EXCELLENT RESULTS, LESS HAPPY TO DO IT ALL AGAIN spirit from those who appear to enjoy the opportunity to host these type events, keep up “Not Bothering” to Judge, and keep or allow others who don't, criticizing the “lousy end results”, as if there's no responsibility shared.

I am among a few who really, really do enjoy basically year round process of planning and executing a show. Such as The TriCity Classic, Silicon Valley Classic or my friends who do the Fresno, Modesto or Yuba City, AVG, Orange County, Reno events. But like them, I don't do any of this in a vacuum, alone or with a “magic wand that raises a Fine Contest Staff On Day Of Event”. Luckily, finding someone to fill the critical “Head Judge” post over the years hasn't frustrated me, although several whom I have had do that became so in doing it, even when times were good. I definitely appreciate what they go through. I have had the post several times for several clubs too. Having to ask a new person to take that post on, is not a light task, and even harder when I can no longer even keep a straight face saying a sufficient “day of event” number of Judges to assist them will be “not a big deal”. Ask around in your own clubs, I'll bet that my selfish crabbing here is not exactly news to them or any less strenuous on decision to “do a show, again”. Do yourself, and the community a real service. Volunteer to judge, at any and all shows you attend. Please. - mickb

TABLE OF CONTENTS OCTOBER 2016 AFTERMARKET

- 1) MONOGRAM '32 “Little Deuce” Coupe BY R J Williams, OG Modeler (resumes @ 3)
- 3) ROD WARRIOR MODELER builds a Beach Boy Classic Tune on 4 wheels continued (runs to 9)
- 10) EVENTS CALENDAR
- 13) “FRANKENSTEIN's MODEL” How October Club Contest Ran Rampant in Fun (runs to 19)
- 20) WAY BACK MACHINE RETURNS: An Editorial Rant Fest November 83,'86, '96, 2006 + “ STEGACOW “ reprint
- 25) NNL 2017 Official Flyer BOO YA ! January 2017 ends with an awesome event
- 26) **SVSM CLUB 2017 SV CLASSIC #4 FLYER** all about their upcoming Contest and Show coming March 4 2017
- 27) CLUB CONTEST 2016 PROMOTIONS for NOVEMBER, Yuba City Show, NOTICE OF AVG DESERT CLASSIC # 20
- 29) ENDPIECE FOR SVSM OCTOBER 2016 **TEASERS FOR NEXT TAMS MEETING NIGHT CHANGE NOVEMBER**

RODNEY's LITTLE DEUCE COUPE

(from 1)

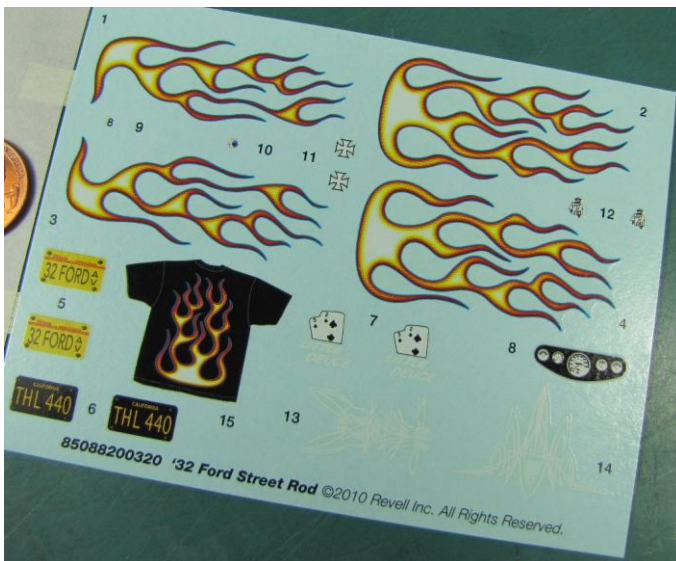
This Monogram kit is a dream as I found absolutely nothing wrong with it and I have built over 300 models since I got back into modeling in 1977.

Shortly after receiving any model, I inspect the contents very carefully to make sure nothing is missing and/or if there is any deformed parts. This kit receives an "A+" as there is nothing missing, and there are no deformed parts. I inspect the chrome parts more carefully, as I do not plan to strip off the chrome and repaint the parts. Just look at my close up photo of the "radiator" and you can see how nice it is.



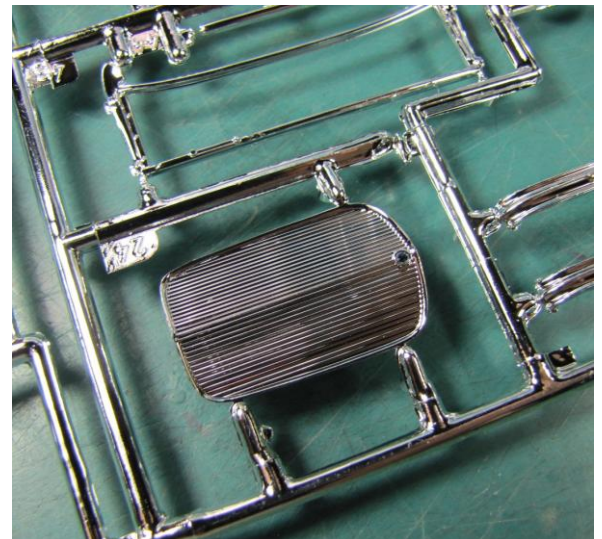
The kit parts come in a few plastic bags.

All the chrome parts look great.



I took a 2nd look at the "T" Shirt decal!

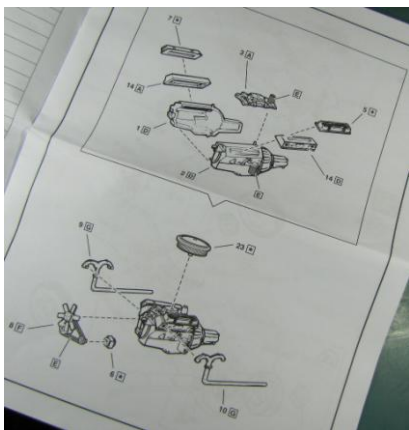
WOW! Look at this CHROME RADIATOR



There are not very many decals but they too, look super good. When it's time to apply decals to the model, I always use a new #11 knife blade and cut real close to the decal. So remove the excess decal film before I apply the decals to their proper location.

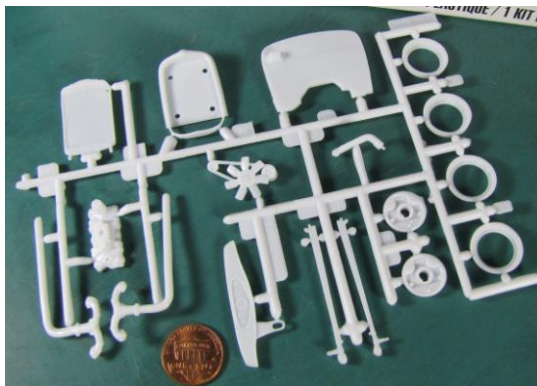
There is no flashing on these parts.



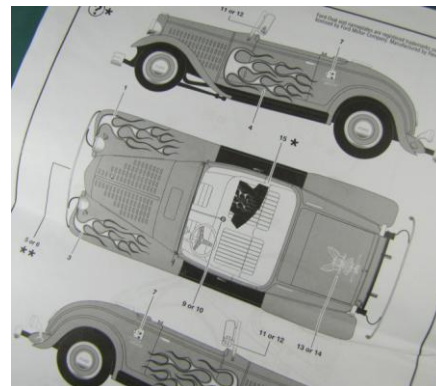


The kit instructions are easy to follow.

These parts do not have any flashing either.



This side view drawing shows the decal placement.



I start this project by sanding off mold lines on the rubber tires with some of 3M's 320 grit dry sandpaper. I carefully remove the chrome tire rims, hubcaps from the kit tree and clean up the edges. I clean up the inside edges of the tires, then dry fit the chrome parts into them. The fit is perfect, so I disassemble them. Then add some super glue to the two mating parts on the inside, push them back together so that the mating surfaces will be glued together for good. These finished parts are set aside and will be put on the model during final assembly.

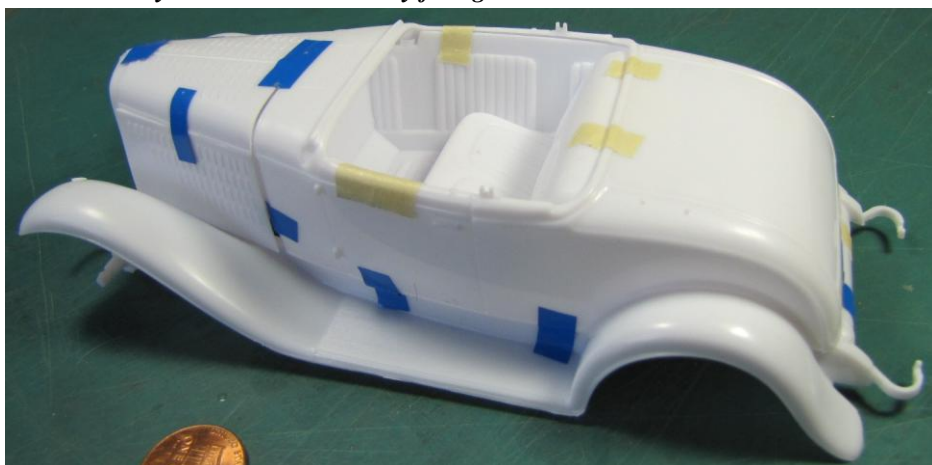


Penny shows size relationship with the tires.

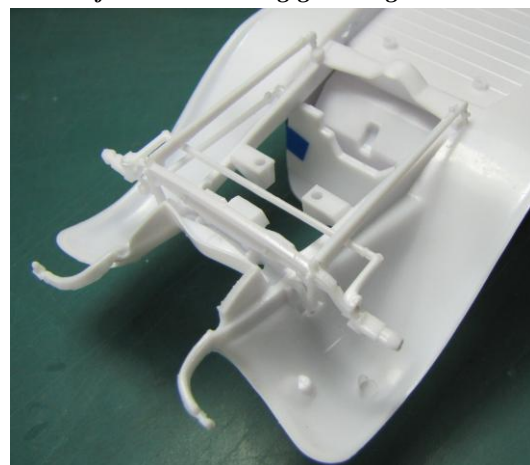


I sanded the tires smooth.

The body and interior tub is dry fit together.

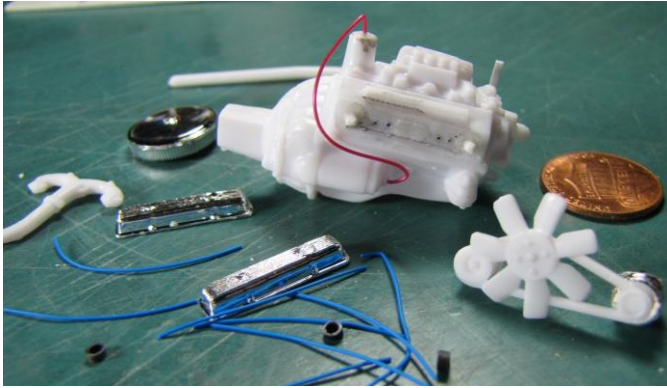


The front end is being glued together.

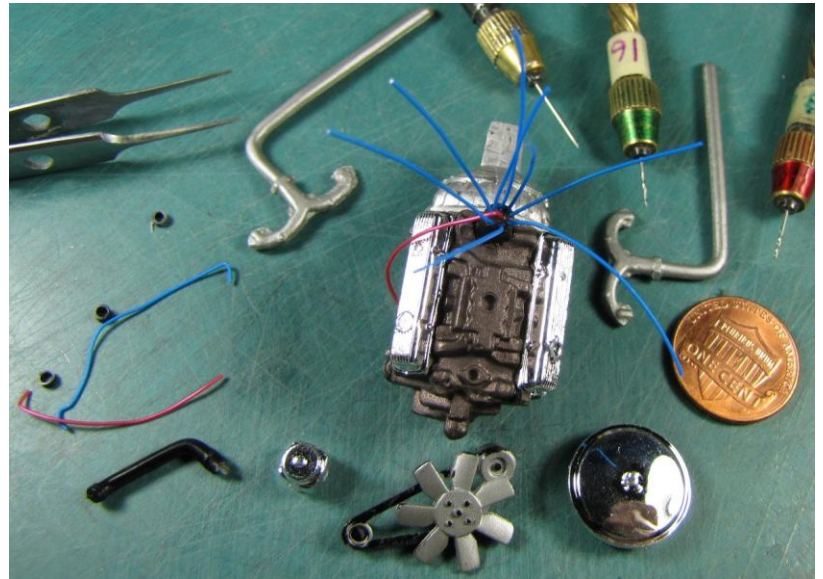


The body parts are dry-fitted together and since they are A-OK I start gluing on some of the "undercarriage" parts.

The mufflers are assembled and set aside and will be painted and installed at a later date. The kit has a nice engine, tranny, fan but the instructions say to close up the hood and side panels. Which gives you an end result of just seeing the bottom of the engine, exhaust pipes when you turn the finished model over and/or place it on a mirror. On past model cars that I have built, I like to add spark plugs with the wires, other related items to the “under-the-hood” area.



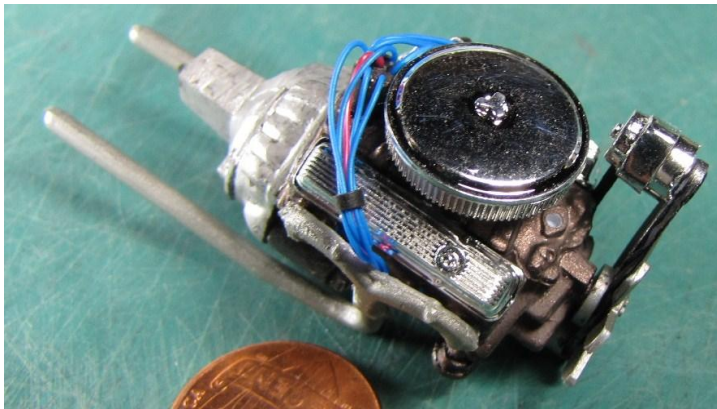
The engine is being fitted with its wires.



I'm drilling holes and attaching parts.

The engine is ready for installation.

The hood was dry fit to the radiator frame then glue in place. The two side panels fit nicely but I did not glue them in place. I just set the panels on the bottom framework and let them rest on the fenders on final assembly.



The interior is ready to be painted.

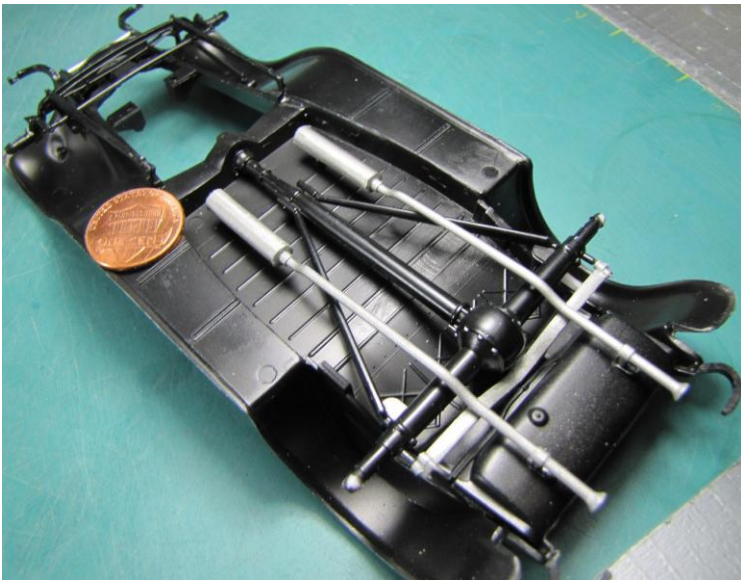
I had accomplished some other kit instructions like painting the bottom of the frame area, installed the finished exhaust stacks.

I had cleaned up the interior parts and glued them in place.

Then mask off certain areas, applied my paint. I also added the instrument dial decal to the painted dashboard.

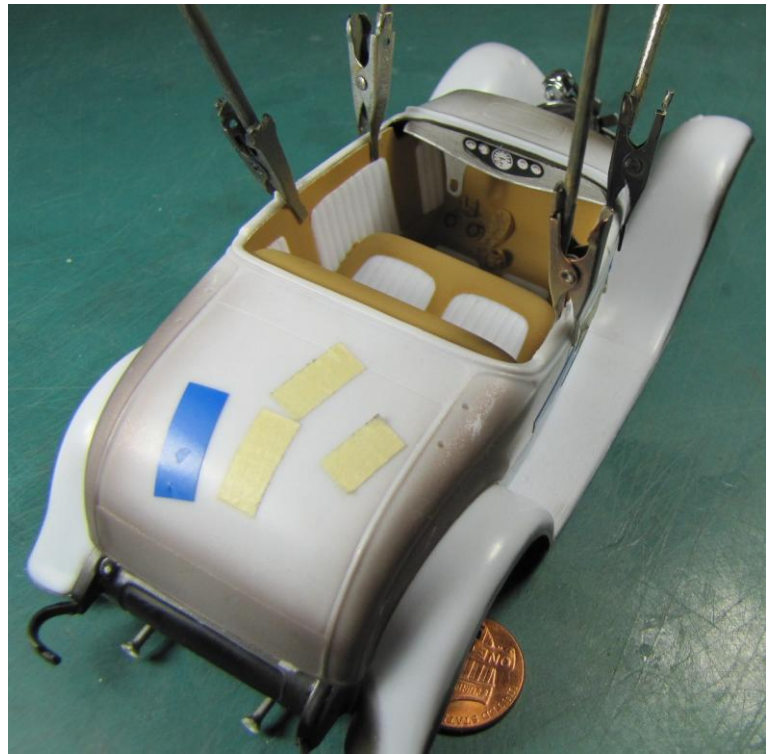


With the tape removed the interior looks great.

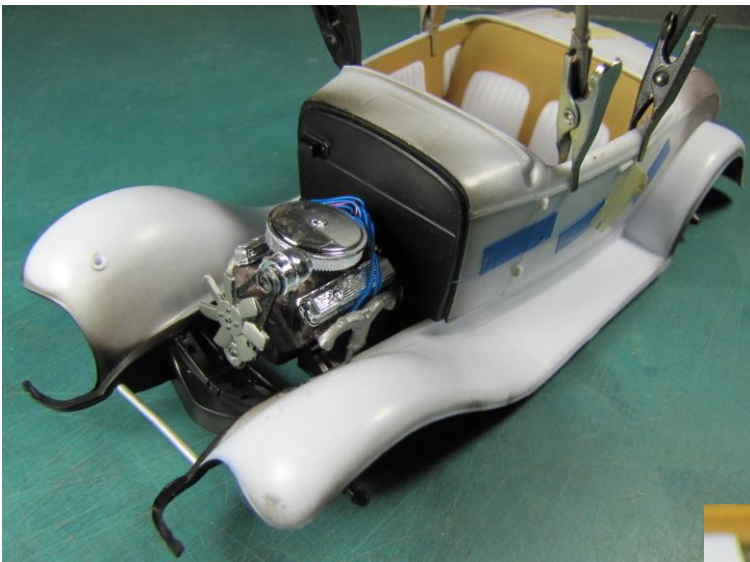


The dual exhausts are installed.

After a bit of inspection, the “tub” and finished engine was installed, glued in place



I use these clips to hold parts together.

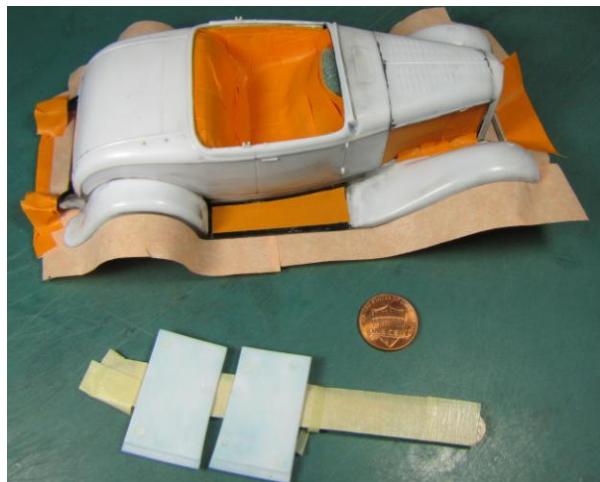


The engine has been installed.

This is a nice engine in this kit.

Everything seems to be in place so it was painting time.

The undercarriage was masked-off including the interior of the car.



This orange tape holds ok and is easy to remove.



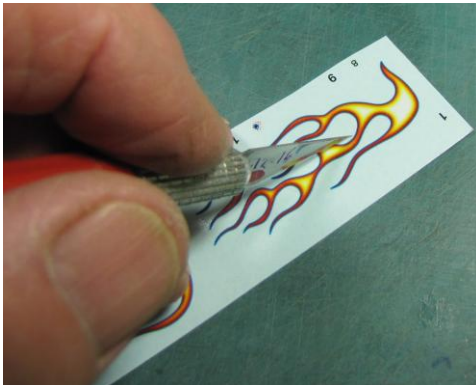
I could have installed the exhaust pipes later.

The model has been clear-coated with "FUTURE."

It's time to apply the decals.



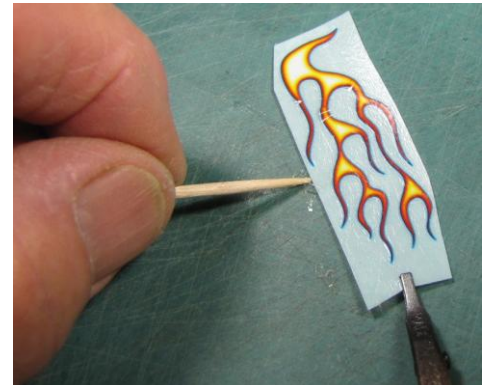
The instructions call for a "teal" paint color. I had some of it left over from another car build. This old paint was applied with one of my Badger-200 airbrushes that I bought in the early 1980's.



I'm cutting around each decal.

I carefully remove all the excess decal film.

As I mentioned earlier, I cut around those decals and lift off the excess decal film after the decals have been soaked in clean water.



The decal were carefully applied to the doors, trunk and to the fenders. I had to use some of Microscale's "Set & Sol" solution on the decals so that they would conform to the curvature of the front fenders.



These 2 decals go on the model excellent.

You can view the engine A-OK!

The chrome parts look very impressive.



The model is finished getting all its decals.

After decals were dry I wiped the model down with some clean water and removed all of the water spots. A few days later I clear coated the model with Future Floor Wax.

Here is the "T-SHIRT" DECAL





1/25th Scale: Monogram 1932 Ford Street Rod
Model & Photo by: Rodney J. Williams
Copyright: February 24, 2016 Value: \$2,100.00

The final top photo with some words.

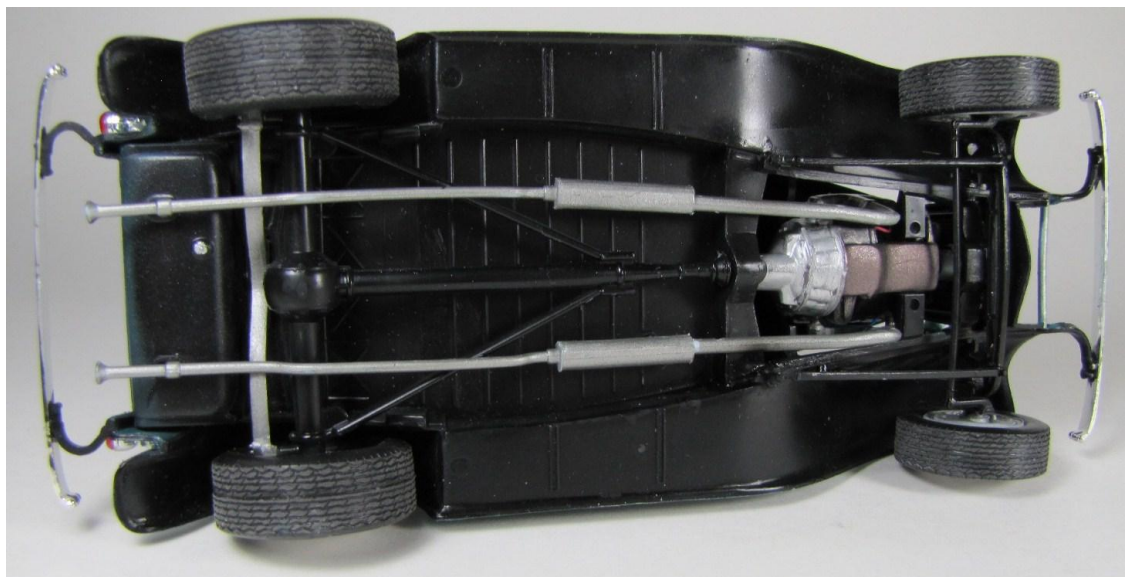
The finished parts like the windscreen, tires, head and taillights, steering wheel were attached to the model.

After final inspection it was photography time. I just pin up my white paper, roll it down and tape it onto my workbench. I adjust my two swivel lamps and go for it. The digital images are downloaded on my P.C. and if they all look ok, I'm done with this model.

I had fun building this "hot-rod".

It is car model #33 and is placed with my other car models. I would recommend this car kit, as it is easy to build.

"ROD" Williams
Colorado/USA
© March 18, 2016



*The bottom has to be
as good as the top.*

UPCOMING EVENTS CALENDAR AS OF 10-23-16

Friday, November 04 2016

IPMS/ SVSM meet, President & Editor's Club Contest Theme " **German, Sherman or Vermin**"

Friday, November 04 2016

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

Saturday, November 05 2016

IPMS/ Antelope Valley Group host Desert Classic #20, AV College, Lancaster, CA

Saturday, November 05 2016

IPMS/ Dragon Lady host their "**HORSES to HORSEPOWER**" *Show & Contest 2016* in Yuba City

Saturday, November 05 2016

IPMS Phoenix host their show " **Modelzona 2016** " at CAF Airbase Museum, Mesa AZ

Saturday, November 12 2016

" **IRON BLOOD ORPHANS** " host **6th annual Gundam Model Competition** at the Fullerton Community Center, Fullerton, CA. See their website www.THOSEGUNDAMGUYS.ORG for additional info and updates

Saturday, November 19 2016

IPMS/ Sonoma County host "Hobby Expo 2016" at FUNDEMONIUM in Rohnert Park, CA. Correct address per the website is **579 Rohnert Park Expressway West, Rohnert Park 94928**. No details given on theme or other items. To inquire, contact Contest Director Chris Zanella via themrcz@hotmail.com or check site www.ipmssantarosa.org

Friday, December 09 2016

IPMS/ Fremont Hornets monthly meeting.. President's Theme " **It's A Holiday Month Let's Play** "

Friday, December 16 2016

IPMS/ Silicon Valley Scale Modelers meeting. "Pirate's Pleasure" as Gift Theft Exchange planned

Friday, January 13 2017

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

Friday, January 20 2017

IPMS/ Silicon Valley Scale Modelers meeting. Editor's Club Contest Theme " **1917** "

Friday, February 10 2017

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

Friday February 17 2017

IPMS/ SVSM meeting. Editor's Club Contest Theme " **Northrop's Notables** " See www.mickbmodeler.com

Saturday, March 04 2017

IPMS/ Silicon Valley Scale Modelers host Silicon Valley Classic # 4 "On The Hook" Napredak Hall, SJ

Friday, January 19 2018 IPMS/ Silicon Valley Scale Modelers Editor's Club Contest Theme " **1918** "

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



FRANKENSTEIN'S MODEL

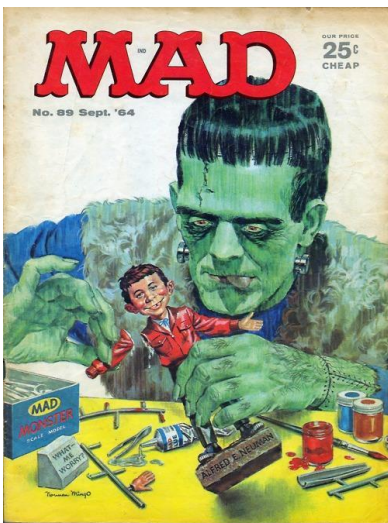
- SVSM President's Club Contest Theme

2016 OCTOBER CLUB CONTEST

Photos & Text : Mick Burton

Models: Several Others

"AS IT WAS OUTLINED & PROMOTED":



Intention here: *ENTRIES OF ANY SUBJECT, AS LONG as MAJOR PORTIONS OF TWO or MORE MODEL KITS ARE USED TOGETHER HERE.*

Don't expect to just take some "favored bits" of say, this or that kit of a Sherman or a Panzer to dress up another kit of the same, and call it a day.

Major conversions (not after market add ons, but actual "Kit Bashes") are good method to be in this league.

Be prepared to describe and defend your entry, the Judges have done their "homework" (built to this)

Gabriel Lee certainly did meet this high standard as here his "Space Cruiser Wisconsin" lead off the charge of providing some true "kit bashing". He had conceived as "America's answer to "Space Cruiser Yamato" in a fine lark.





Gabriel originally wanted to blend an F-15 Eagle into this Iowa class battleship, but he came across a “distressed” F-4 Phantom kit beforehand. We all agreed in the end, he’d had a better bit of luck as this clearly makes this an “All Navy” future weapons system, no “multiservice tensions” here !



Not limiting his efforts in least, Gabriel had this “Rutanic” Air Racer Lightning in 1/72nd scale. Engined with Hawker Tempest motors/cowlings, outfitted with Sukhoi “Berkut” outer wings, Shinden “nose/canard” all blended onto P-38 center section, an “international flavor” ex-fighter plane.

Quite possibly, in its theoretical earlier life, Gabe’s “Rutanic Racer” fought in 1946 Pacific skies with this deadly Horten – GO of the JAAF. Another 1/72nd effort, he combined an Airfix Stuka underwing cannons set with a Pioneer Models Gotha 229 “flying wing stealth fighter” now in the employ of Imperial Japan.





Here's Gabriel showing how the 1946 Pacific USAAF may have looked, with this "Rutanic" Superfortress. Legitimately in this contest, as there's two B-29 kits employed here.

One could speculate what sort of "Rutanization" that Gabe may have come up with for the nuclear payload, given time.

Have some doubt as to how or why Japan would have employed such a device, so late in the war?

Consider what was in the gunsights, on the left



Mr Lee's neighborhood closed out the borders for the night with his FAV Northrop/Grumman multirole fighter on left, in 1/72nd

Carefully blending the Grumman X-29 Forward Swept Wing test bed X- plane with the 2 seat Northrop F-5B fighter cockpit made a pretty credible "hypothetical" here. Also decidedly strong meeting of the President's ruling on what was a valid contestant entry here.

Laramie Wright brought in four of his Shermans, one of whom was even in the past named by him as a "Frankentank" in article by him, entirely due to the incredible mixture of different kits into one.



The details of those mixtures which made up the entrant qualifications on the remaining three by Laramie? Well for now, have to be found by referring to past issues of SVSM publications. I will suffice for this article, to place the whole lot here in context of contesting.



Cliff Kranz didn't miss a beat for getting an entry into this contest, either. His A5M "Claude" in 1/72nd scale was created by a kitbash of terrifying proportions, but that is how you got one of these from kits, in **the Year 1965**. Correct, I said 1965 A.D.

Cliff had a little poster here, noting when he built it and how, from an Airfix Zero, a Ju-87 Stuka (landing gear) and other stuff as he put it. Quite a feat back then.

I didn't get all the details for his Connie/Shuttle booster on the right, but suffice to say, he wasn't happy with the original kit Constellation so he replaced with Monogram.

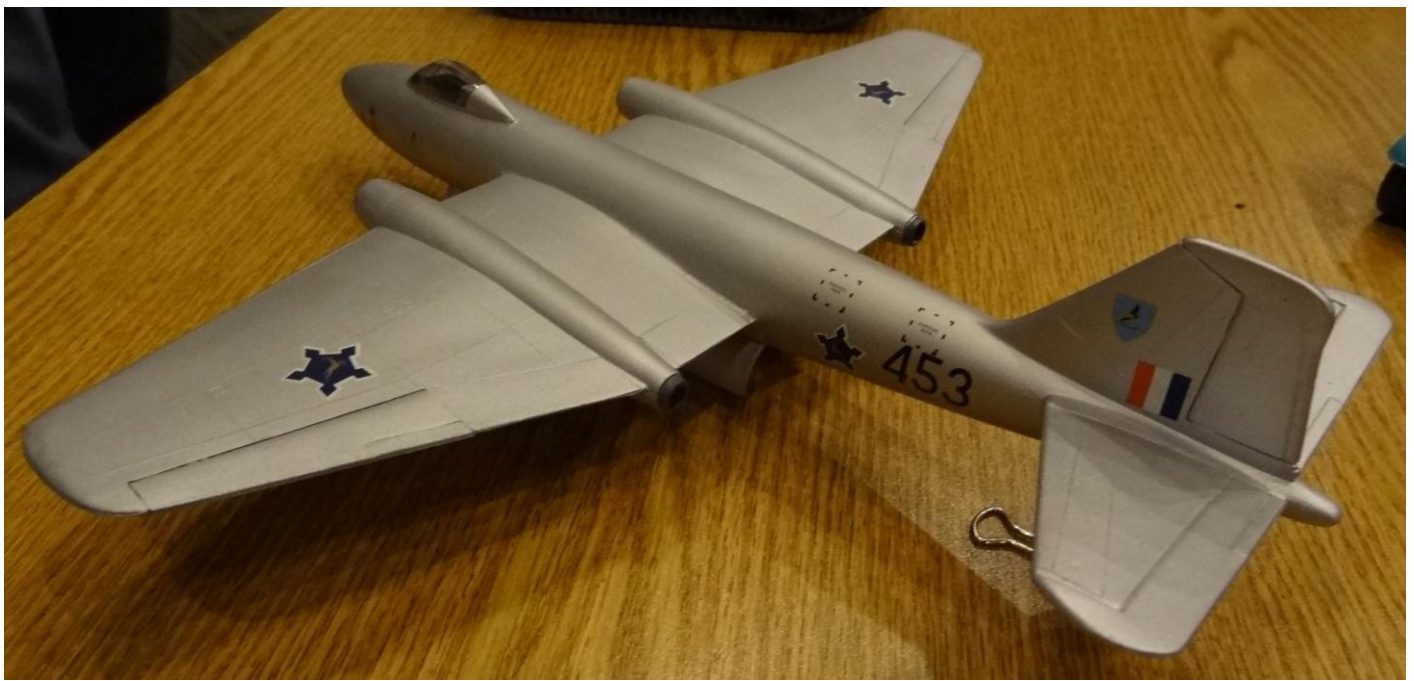
Chris Bucholtz gave insight to his Special Hobby P-40L handcrafted decals for Tuskegee Airman scheme in 1/72nd. Most amusing sidebar, was how Ben Pada had won the Special Award Chris was aiming for at Travis contest, "back in the day", by completely refinishing a 1/48th model of his own into a competing award entry. ☺



As Chris said, nowadays in part thanks to him and his book on Tuskegee Airmen, any of us can find a Decal set that he, Ben, had to hand craft back then !

Your Editor, **Mick Burton**, found his own "oldie but goodie" to manage to fit as entry, seen below !





Perhaps not obvious to some, while this is “in part” yes, an Airfix Canberra in 1/72nd, it’s NOT the one you buy these days as B.I.8 “fighter canopy version”. This is a complete blend of front portion of FROG’s plain B.I.8, replacing utterly wrong “fishbowl” nose of old Airfix B.6. Not easy. But until 21st century, only way to get one of these was by some conversion or settle for the utterly undetailed FROG model... C’est la vie !



Greg Plummer didn’t miss out on chance to be in his own contest (it also neatly got him off hook, in same fashion as Editor employed) with his elegant kit bash & scratchbuild of a Bakery Truck, of 1930s vintage. Wife Natalie, who is a magician with baked goods, supplied inspiration and answer here for “employment” . Nice result was as you see, had by all. *Thanks as well to Rich Pedro , who had work of judging all this for his break time. SO now, on to WINNERS!*



OCTOBER *“Frankenstein’s Model”* THIRD PLACE for “ SC Wisconsin”
Gabriel Lee

OCTOBER *“Frankenstein’s Model”* SECOND PLACE for “ Sherman Group ”
Laramie Wright





OCTOBER *"Frankenstein's Model"* FIRST PLACE for "Natalie's Bakery"

Greg Plummer

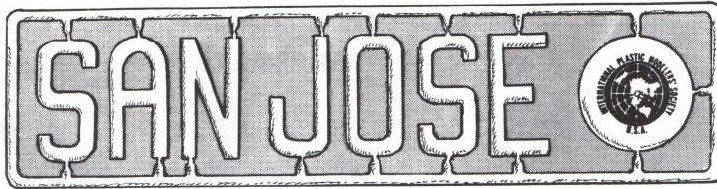


OH NO ! NO NO NO NOT THAT. ANYTHING BUT THAT ! Oh SO SORRY KIDS BUT HERE RETURNS THE

CHAPTER WAYBACK MACHINE !

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

“A YEAR AFTER OUR “CIVIL WAR ” A CLUE TO WHAT WILL “LIE” AHEAD (in more ways than one)”



November 1983

1

ANNUAL CONTEST

Contest Director Bert McDowell was certain that his luck would bring rain to the San Jose area the weekend of our annual contest. Luckily he was proved wrong.

This year Leininger Center did the table set up (this is only fair, considering how much the price of the rooms has gone up over the last three years), and only minor adjustments were needed to assure that there would be no cheek-to-cheek contact by people bending over to examine models on adjacent tables. With the tables already set, the early crew had little to do besides make “Do Not Touch” signs and worry about the turnout.

The turnout was 199 models, slightly less than last year's 214, but certainly not a significant difference. Unlike last year, Redding and Chico were not represented, but we did have one Reno chapter modeler carrying the banner of another Region. We had 23 Junior entries, exactly the same as last year, but only 176 Senior entries compared to 191 in 1982.

Once again the Special Drawing and Door Prize Raffle brought some extra bucks in for the club. With Tom Harrison organizing, and with Mike Harrison, John Harrison, and Alicia Taylor hawkking additional tickets, \$89 was realized. Since it is the policy of this club not to charge exorbitant entrance fees per model and modeler, this supplemental source of income has become crucial to breaking even at the annual contest. Thank you, Tom, and thanks to the shops and manufacturers who donated prizes.

While we are handing out “attaboys”, we shouldn't neglect Contest Director Bert McDowell, or all the members who volunteered to judge, or MC Tim Curtis. And, of course, thank you to all the modelers who laid their egos on the line.

WIN \$30.00 (and have fun doing it!)

Three of our members are sponsoring a special contest that should appeal to modelers with a sense of fun. Chuck Foster, Brian Leong-Geyer, and See C. Young have submitted the following information:

- Objectives:
1. To encourage model building
 2. To present new challenges to “accomplished modelers”
 3. To have fun doing it

Prize: \$30.00 cash

Description: All contestants will be required to bring one unassembled kit to the DECEMBER meeting. The kit can be of any scale or type [for age, if you want to get nasty -- but that can backfire, as you will see -- ed.], but it must not have missing parts. All contestants and kits will be registered by our club secretary. At the end of the meeting a random drawing will assign each contestant a kit [this is where bringing a prehistoric kit can boomerang, you may get it assigned back to you! On the other hand, if you're the type to take a gamble ... ed.].

All models must be completed before the FEBRUARY '84 meeting. The judging will be performed by the three sponsors and all decisions are final and cannot be challenged. The models will be judged on the following:

1. Quality of construction
2. Quality of finish (paint & decals)
3. Overall appeal

There will be only one winner receiving the cash prize. Naturally, the three sponsors will not be eligible.

NEXT MEETING: Mercury Savings, 19376 Stevens Creek Blvd, Cupertino. (Near corner of Stevens Creek and Wolfe Rd.)

FRIDAY, 18 NOVEMBER 1983
CONVERSATION: 7:30PM; MEETING: 8:00PM

ONLY from inside our clubs for JUDGES AT THEIR SHOWS.” Seriously, Local IPMS HQ honcho outright says to his community ONLY USE YOUR OWN FOLKS to judge shows, PLEASE. WHAT ? Go read the full PDF, Yes.

AFFILIATION	contest- ants	%	# of models	%	# of awards	%
Amer. River	2	3%	7	3 1/2%	4	5%
Chico	0	0%	0	0%	0	0%
Fremont	2	3%	5	2 1/2%	2	2 1/2%
Fresno	6	9%	35	18%	15	19%
Monterey	3	4%	6	3%	0	0%
National IPMS	1	1%	5	2 1/2%	1	1 1/3%
Redding	0	0%	0	0%	0	0%
Reno	1	1%	4	2%	1	1 1/3%
Sacramento	2	3%	8	4%	11	14%
San Jose	22	33%	73	36%	25	32%
Stockton	1	1%	7	3 1/2%	5	6 1/2%
Unaffiliated	27	40%	49	24%	14	18%
Yerba Buena	0	0%	0	0%	0	0%
Totals	67		199		78	

Here is a breakdown of entries by model type:

Aircraft	58%
Vehicles	11%
Armor	8.5%
Dioramas	5.5%
Ships	2%
General	15%

All of these are within 2% of the distribution from last year, so modeling tastes haven't changed much in the intervening 13 months.

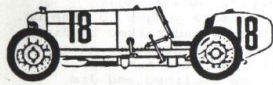
Okay, I will wrap up this WAYBACK for month with this clip

of a notation of a new member in same 1983 November news, you may recognize at the top, due to alphabetical order ?

NEW MEMBERS

MIKE BURTON
DONALD LAYTON
JIM MACKOWSKI
JON SHUMAKER
JOHN SZPARA

Then a following page with 30, 20, 10 years ago November news, lastly a precious appreciated article, reprinted in full for your enjoyment. See ya next time - mickb



NOVEMBER 1986

Next Meeting: November 21, 1986
Time: 7:30 - Swap, Show & Gab
8:00 - Business

Location: Mercury Savings
19376 Stevens Creek Blvd.

OCTOBER MEETING MINUTES

This meeting was short and sweet, as the phrase goes. There was an announcement about the (now past) Airshow at Edwards AFB on November 9 with the T-Birds and exhibitions by experimental pilots (and I assume experimental aircraft).

As we approach Christmas for 1986 it is time for KIT DONATIONS FOR THE VETERANS ADMINISTRATION HOSPITAL. Bill Magnie is once again the coordinator and contact for this. Our club is still the only one doing something like this, so let's maintain our excellent reputation by digging into that closet, or your pocket book, and come up with some kits that we have changed our minds about and don't need now, or haunt Toys-R-Us or Kaybee Toy for bargains. Kits preferably are NON-Military

More fun right now, memory of Jim Gordon who wrote an article on Messerschmitt's progenitor of the Bell X-5, and "Racer Mike" Meek, whose photo essay on Reno NCAR, plus the Part One of his "KingCobra Racer" article here make this an issue to print if you don't have this already.

November 1986 OSS, cover shot. Inside there is notations about the move of Officers Election to February, The Now Famous 1/144th F-14A Theme Club Contest coming up for November '86 meeting, and a quiet notice of a new member (David Sampson) who would one day take helm as Editor! Little did then Editor Alan Wolcott or former Editors Burton & Williams know how that particular membership sign up would end up paying off ☺

November 1996 OSS, cover shot below. While the editorial by Chris B has some humor in terming this "the P-63 Issue", not inaccurate for most part.

At this time, the HobbyTown in Milpitas exists, there's biannual contests there, also Redding is Contest locale.

Nothing new in IPMS-SemiCon to report as yet but it's cooking.

THE STYRENE SHEET

Vol. 30, No. 9 November 1996

Bell's racy royalty: the P-63 Kingcobra

By Mike Burton

A fine pursuit, the Kingcobra gained only a small following within the U.S. military, and seemed destined to die unloved in undeserved obscurity. But Bell Aircraft's P-63 left the shadows of that dark cloud on a postwar race day in 1946.

The Kingcobra may never have gotten top billing, but it didn't go unnoticed. In the 1946 Thompson Trophy Race (the first to be run after the war's end), Charlie Tucker's P-63C, at 392 mph, was the third fastest qualifier and a favorite to win. Three other P-63s would finish in that race, but a stuck set of landing gear forced poor Charlie out on the first lap.

However, a modified P-39 Airacobra with a Kingcobra propeller and engine would win that day, so the family honor was upheld. Those racer Mustangs had to eat exhaust!

First flight for the XP-63 was December 7, 1942. Derived from experience gained with its P-39, Bell's design evolution produced a superior craft. The USAAF saw this, and awarded contracts even after both prototypes crashed soon after their first flights.

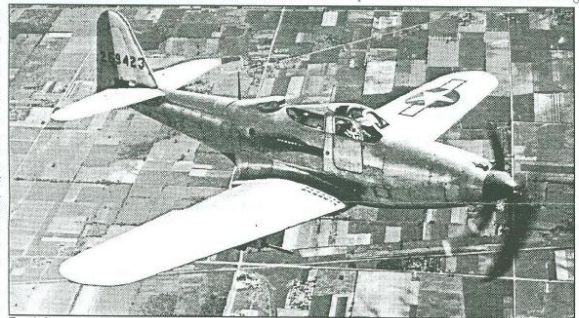
XP-63 No. 1 lasted less than two months, and No. 2 less than three months. Nonetheless, over 3300 were built and flown by the U.S., France, the Soviet Union and the RAF. The major models were the A and C, with 13 Es being built, and one-offs models D and F completing the family. A P-63B model intended for the Merlin powerplant (Allisons powered all the rest) never saw metal.

The P-63A was the Kingcobra model that most resembled

the Airacobra, but up close one could see the larger, more lethal lines and laminar flow wing of this big brother.

The P-63C which followed had a distinctive ventral fin that gave the Kingcobra a look all its own. Only the single F with its taller vertical fin could show the stretch left in the original P-39 lines. The E model, the fastest of the breed (439 mph), was essentially a boosted C. Externally, the P-63E was the same as the C except for an additional 10 inches of wingspan and a larger engine.

The engine and wingspan size increases were carried over from one-off D which had a body lines and a "blown bubble" sliding canopy instead of the car door cockpit. This



Fresh from Bell's Buffalo factory, this P-63 displays both the Cobra family lines and the distinctive laminar flow wing. This example uses a three-bladed propeller.

was not the only bubbletopped Kingcobra. The RAF had a P-63A which they converted with an E-style sliding canopy, but the lower part of the car doors remained.

The Soviets appear to have little clue as to the fate of the nearly 2000 P-63s the U.S. supplied to them. Writers all seem to comment vaguely that the USSR loved them and used them as close air support/anti-tank aircraft, but never add a great deal of detail beyond that. France employed a good number in Indochina after the war.

Although the P-63 was never to see combat in American markings, the Kingcobra's finest hour came while wearing USAAF colors, albeit under strange circumstances.

Outside of being remembered as a Lend Lease bird, or as the follow-on to the Airacobra, or maybe as a hot-looking racer, the "Pinball" program RP-63s always will ensure some sort of

Continued on page 6

The Styrene Sheet is a monthly publication of the Silicon Valley Chapter of the International Plastic Modelers Society (IPMS). Articles and comments should be submitted to Chris Bucholtz, Editor, P.O. Box 361644, Milpitas, CA 95036, or by E-mail at 207-3426@mcmial.com. Excerpts may be published only with the written permission of the editor.

© 1996 Silicon Valley Scale Modelers.

THE STYRENE SHEET

Vol. 40, No. 08 November 2006

"Train guys don't know how to cut plastic!"

By Bill Dye

I never built a resin kit before. Vacuforms were challenging enough. Horror stories of grinding diamond hard surfaces; sagging landing gear struts and air bubbles the size of walnuts came to mind. But then somewhere I found out about Anigrand. They are making 1/72nd scale resin model

smaller kits, neatly folded the boxes and put them inside. Pretty clever!

I looked at the Skystreak and thought, "It's a tube with wings; should be the easiest to build... I think I'll do that one first." I bought a book about building resin models and after realizing that plastic glue was not for these kits, I grabbed my trusty epoxy and super glue and dug in. But wait... the real aircraft blurb:

The Real Aircraft:

"The Douglas Skystreak (D-558-1 or D-558-1) was designed in 1945 by the Douglas Aircraft Company for the U.S. Navy Bureau of Aeronautics, in conjunction with the National Advisory Committee for Aeronautics (NACA). The Skystreaks were turbojet powered aircraft that took off from the ground under their own power and had straight wings and tails.

Conceived in 1945, the D-558-1 Skystreak was among the early transonic research airplanes like X-1, X-4, X-5, and XF-92A. Three of

Continued on page 3



The kits Anigrand produce are, for me, like gifts from above (trumpets here). Some of their subjects I remember seeing in magazines when I was little but I never saw a kit of them, not even a vac - at least none that I knew of. They have stuff like the four engine tilt wing airplane, the four engine ducted fan looking thing and even a Mixmaster, Sky Lancer and of course the XF-84H Thundercreech because I just finished the vac kit; shoot me now!

So, I took the plunge and, being a sucker for prototypes and the unusual, I bought the Skystreak, the Cutlass, the XB-46 and the Sky Lancer. When they arrived only 2 weeks later I opened the package that would be a stamp collectors dream and found there were only two boxes. What gives? I ordered four kits. I opened the XB-46 and the Sky Lancer boxes and found that they had taken the contents out of the other two



“Stegacow” or how I stepped over to the Far Side

By Eric McClure

It all started last summer sitting on my deck one evening with an iced tea in hand reading “The Complete Collection of Far Side” by Gary Larsen. When I came to the cartoon for 2/16/83 it showed a drawing of three dinosaurs as cows with the title “65 million years ago, when cows ruled the Earth.” Looking at the drawing I thought this would make an interesting diversion for my usually military stuff: a nice quick build (so started the delusion). Since I always liked the Stegosaurus I thought that would be the one I would build. Besides, I thought the Brontosaurus would be too big and I didn’t want to try and figure out how to do a Pterodactyl.

So off to D&J Hobbies I headed to start on my project. I figured I would start with the Tamiya kit of the Stegosaurus because I’ve built their armor kits and figure it would have the same attention to detail. That was my second mistake — the first was starting this project. I then looked around for Tamiya’s farm animal set and seeing none there, I talked with Al to see if he knew of any 1:35 scale cows available. When I explained what it was for he thought 1:35 would be too small and suggested I check the plastic animals that they had in

the craft section. Sure enough there was a cow (Guernsey I think) just the right size to loan me a head.

Returning home I opened the Stegosaurus kit to start work. The first problem I noticed was the body was covered with skin folds and big zit looking things. Out came my handy Dremel Mini-mite with a sanding disc. I proceeded to grind/sand off as much of the fold and zits as possible to give me a smooth surface. Unfortunately the sanding disc grit was a little heavy so I had to sand down the body by hand starting with 220 wet-and-dry sandpaper. After a little finishing sanding with 320, the body was nice and smooth.

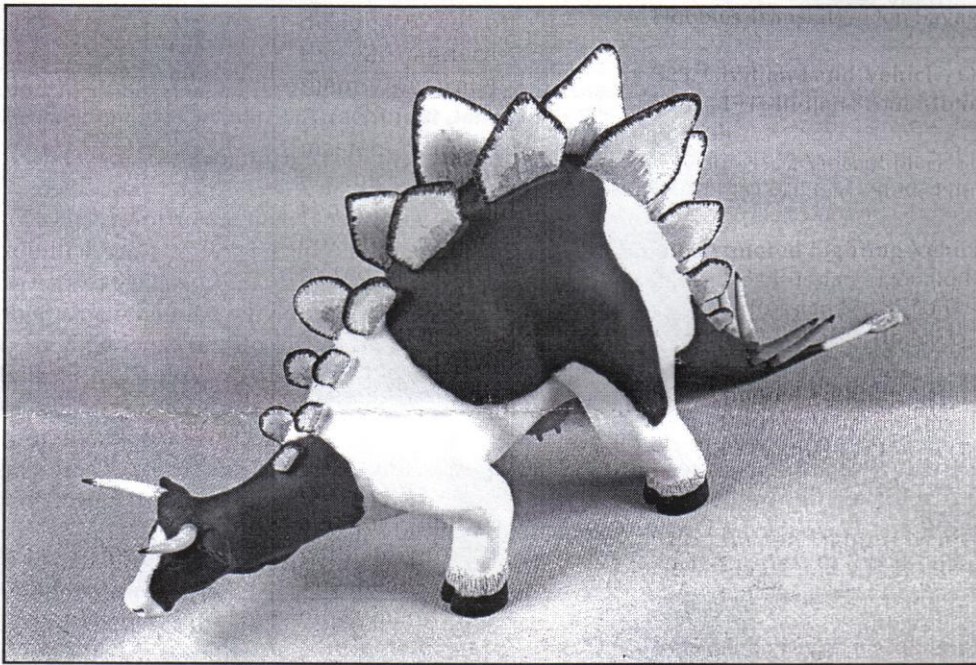
The next step was to glue the body halves together and behead it. Now beheading the plastic cow and thinking about the best way to attach it, I came across two problems. One, the cow had grooves in it to simulate hair; I did not want to even try and simulate hair over the whole body of the Stegosaurus kit. Also, would normal paint adhere to the soft plastic? With these problems I figured the best way to

proceed would be to cast a new head in resin. This was not too hard of a decision since I knew I would need four hooves for my Stegacow and was planning to make a master to cast for these.

For the hoof master I cut out two different size circles from sheet styrene. I then glued them together with a 1/8-inch spacer between with one edge aligned. I then filled the space with Miliput. After it had dried I sanded the Miliput until I had a nice taper from the larger circle to the small. Since cows have split hooves, I then used a file on the front and rear of my master to add the splits.

As I got ready to make a mold for my cow hooves and head I ran into a problem — would I be able to pull the head from my mold easily with the ears sticking out? Fearing that I would either ruin my mold when pulling the master on

my first casting, I decided to cut off the ears and cast them separately. Attaching all my masters to a piece of thick styrene, I built a mold box from Legos. I mixed up my RTV and poured my mold. After it had set up I pulled out my masters and proceeded to cast my first batch of parts. The hoof and ears came out with no problem. The head, on the other hand, took a little pulling and persuasion with a pair of pliers to get it out but it



Tamiya's 1/35 Stegosaurus kit was the donor for this project. Eric slaughtered a plastic cow from D&J Hobbies craft section as a source for the head which he reproduced in resin. A Jacob's Ladder burned in the background.

came out without any flaws.

Attaching the head to the body required trimming down the casted neck portion until it fit inside of the neck of the kit. The head was faired into the body and the neck folds built up with Miliput. The ears were then attached to the head. After the head was done the legs were attached to the kit. Another problem arose here but it was more artistic. The fore legs on the kit have the knee joints in the back, whereas cows have knees on the front of the leg. I tried turning the legs around on the kit to put the knees on the front but it made the kit look more like a turtle than a Stegosaurus, so I put the legs on the way the kit had them. Again, out came the putty to fill in and smooth out the body shapes.

As I got ready to attach the hooves I decided that I would have to remove the same thickness from the legs to keep the tail on the ground. I cut off the feet of the kit and on went the hooves. Looking at the plastic cow body I noticed that cows have hair around where the hooves attach to the legs. So out

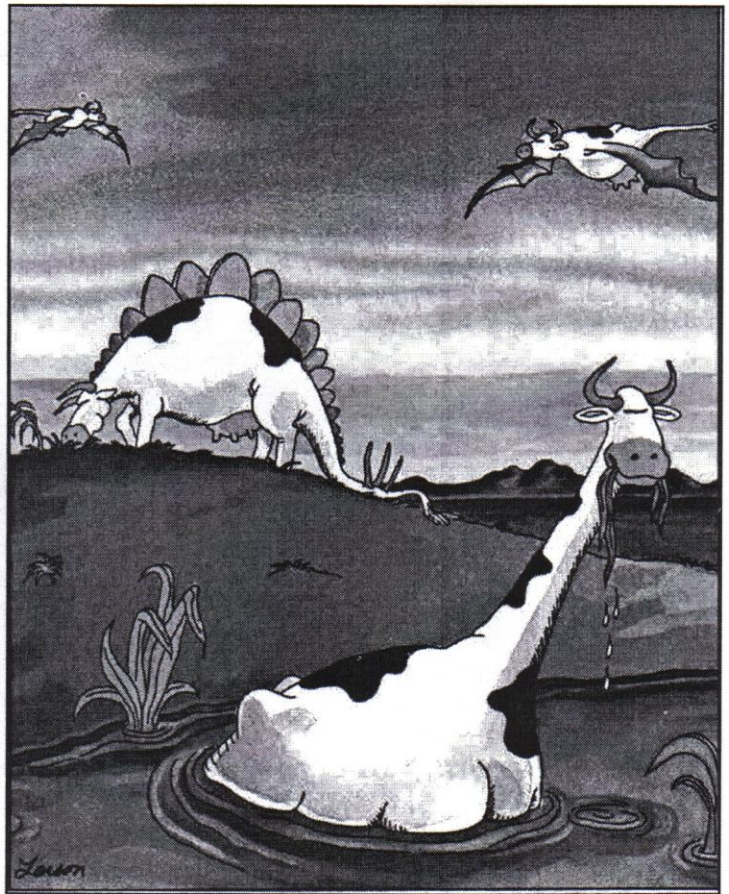
came the Miliput to make the ankle area, once dry I used a scribing tool to make the hair.

The udder was made from a ball of Miliput that was faired in and smoothed out with wet fingers. Teats were made from styrene rod that was rounded on the end and glued onto the udder.

I thought I was almost done with the body when I realized two things. One, the tail was missing and two, it needed horns on the head. The tail was easy; I added a brass wire to the existing tail and faired it in and build up the end with Miliput. The horns turned out to be a little more work. First I tried Miliput around a brass form but I could not get them to look right. So I took some sprues from the Tamiya kit and turned them to a tapered point using a drill as my lathe. Once I got two pieces the same I put them in boiling water and slowly bent them to shape. It took a little while but I got two nearly identical horns. I attached these to the head using brass pins and again faired it together with Miliput.

Now that the body was all done it was time to add the spine plates and tail spikes. The kit plates all have deep groves in them. This might be right for the Stegosaurus but I figure on a Stegacow the plates would be grown from the same thing as the horns. Since horns are smooth, the plates should also be smooth. Out came the putty again and all the plates were filled in and then sanded smooth. The tail spikes ended in very blunted points (child-safety feature?) so I sanded them down to a nice sharp point. Where the spikes and plates were added to the body they just sit on top or in deep groves. Again out came the putty to fair everything in.

Now that everything was together I primed it with some rattle can gray paint to check for flaws. These were filled and the body was reprimed. I airbrushed the body with Tamiya flat white; let it dry and sanded out any dust. The udder was then airbrushed PollyS Desert Sand. The black sections I airbrushed with Polly Scale Grimy Black to get a nice soft edge. Now started another problem — because of the spines, I could not protect the major sections of white and



**“Sixty-five million years ago, when cows ruled the Earth”
The Far Side comic from 1983 that inspired Eric’s Stegacow.**

got over spray on some parts. I sanded down the over spray and touched up the white areas. This caused over spray into the black. I saw a vicious circle starting of paint and repaint. I decided to forego the soft edges and paint the black areas by hand. This raised another problem — while PollyS paints would hand brush with smooth finishes, Polly Scale does not.

Having just read Steve Zaloga’s “Modeling U.S. Tank Destroyers” he mentioned using Liquitex “Blending and Painting Medium-All purpose Flow Improver” to improve acrylic paint flow when he hand painted his stowage on his kits. Down to Michael’s I went. I couldn’t find the exact stuff Zaloga mentioned but did buy Liquitex “Slow-Dri Blending Fluid Medium.”

When I added a couple of drops to my Polly Scale paint in my palette, it went on smoothly with no brush strokes (I’m sold). For the color of the horns, spikes and plates I figured they would all be the same. Trying to find a clear photo of just a cow’s horn to figure out the color was hard. Luckily my family went out to dinner at a barbecue place that had a longhorn’s horns above the ordering area -- there was my reference.

I proceeded to paint the horns, spikes



The Stegacow hooves were built from plastic discs and Miliput. After shaping they were blended to the Stegosaurus leg with more Miliput. The tail tip was built from brass wire and yet more Miliput.

Continued on page 13

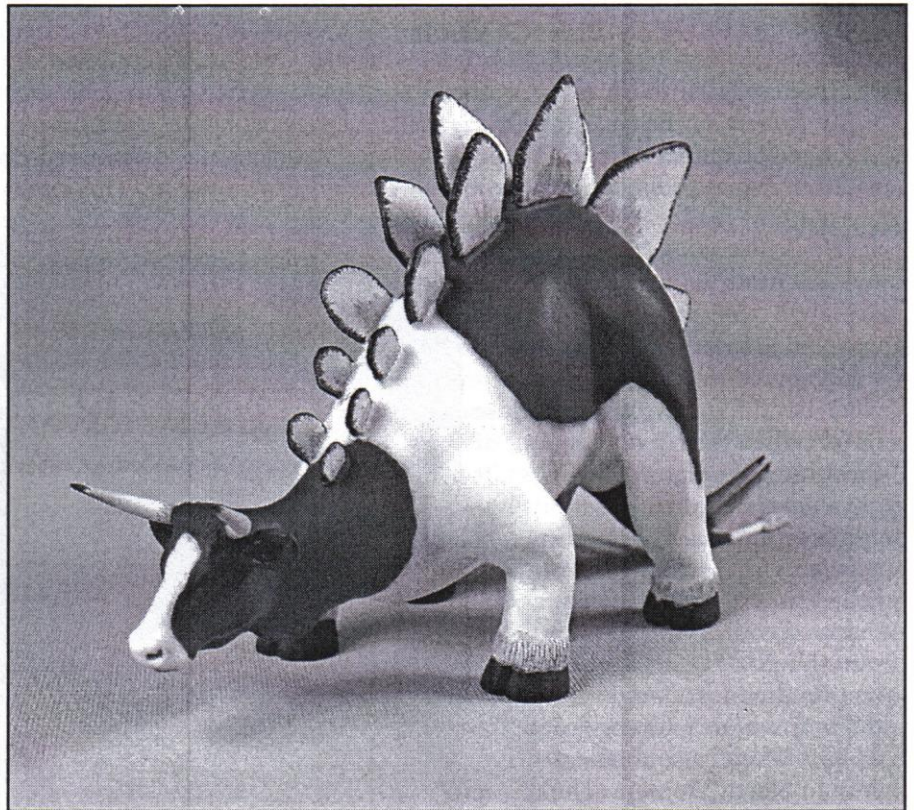
Walking on the Far Side with the Stegacow

Continued from page 7

and plates by making a glaze of gray paint and the Liquitex. This glaze was painted to the base of the horns, spikes and plates. The edges of the plates and ends of the horns and spikes were then painted black. Finally they were all given a very thinned paint of brown oil paints (I know it came out more yellow but oh well).

Now that the Stegacow was all painted, I thought about how to base it. With the contest coming up I decided to forego the base. Also, the finished kit takes up less room in my cabinet without a base. I did make a simple display by scanning the Larsen cartoon and printing it out.

So that's how I made my Stegacow. It was a fun project but took up more time than I anticipated. But then again I always think I can slam a kit together even when I'm adding a bunch of resin parts. Maybe someday I'll learn.



Eric made the Stegacow's horns from sprue from the donor Tamiya kit. He filed them to a point and then bent them using boiling water to soften them up.

Eric McCure started building models in the early 60's and joined SVSM around 1978. His favorite subjects are US armor up to the 1970's, World War II U.S. aircraft and anything else that peaks his interest.

SVSM June Contest -

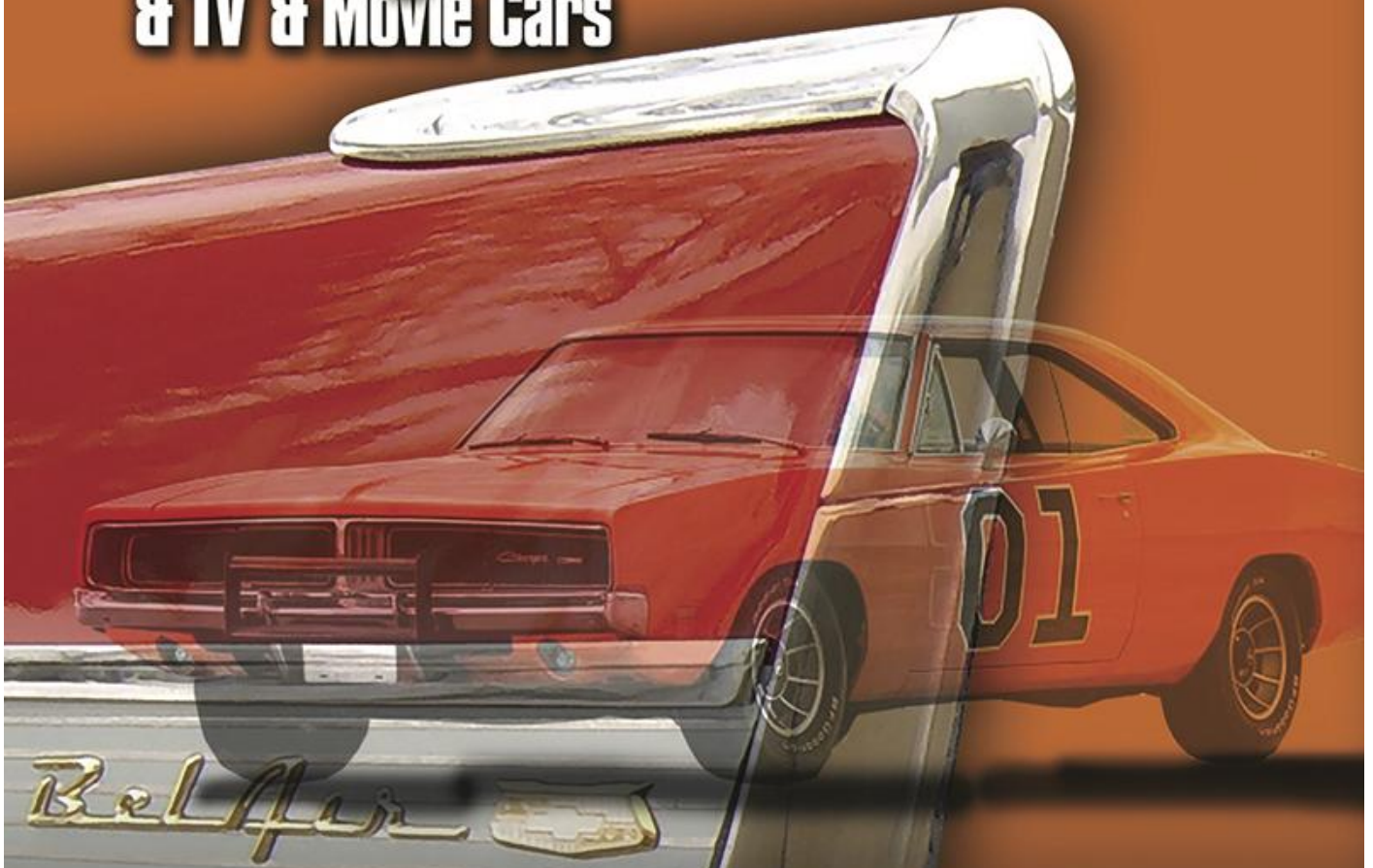
IMMIGRANTS

Vehicles not in their native markings -
U.S. Spitfires, Romanian Fw 190s, captured and repainted war equipment and even European built race cars with American product logos on them.

The SVSM June meeting will be held at the Milpitas Library
See the back cover for details

NNL West

- Theme: “**7**” (Cars from ‘57, ‘67, etc...) & TV & Movie Cars



Jan. 28, Santa Clara Convention Center
www.nnlwest.org

9am-4pm • Model Car Display & Swap Meet • Door Prizes • Admission \$15

OKAY NOW YOU CAN SEE FOR YOURSELF

**– IT'S OFFICIAL !
WE ARE HAVING OUR**

**SILICON VALLEY CLASSIC IV
MARCH 4TH 2017**



"ON THE HOOK"

*CONTEST THEME COVERING NAVAL AIRCRAFT,
SHIPS,POLICE & FIRE,BOMB DISPOSAL,TESTING
PROTOTYPE & ONE OFF'S,SPACE FLIGHT IN 1967
RESCUE CRAFT & USCG CREWS,PARACHUTES &
SKYDIVING,PARASITE AIRCRAFT,ROLL MODELS.
MILITARY COMMANDERS,ARMY RANGERS,USN SEALS,
USAF P.J'S,BRITISH SAS,PEOPLE WHO SHOT OFF THEIR
MOUTHS AND PRODUCE NOTHING*



"FREE SPECTATOR ADMISSION"

VENDORS,MAKE'N TAKE,RAFFLE AND FOOD TRUCK

NAPREDAK HALL 770 MONTAGUE EXPRESSWAY SAN JOSE,CA 95131

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.

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

LITTLE OUTLINES of CLUB CONTESTS for YEAR 2016

SVSM EDITOR'S CONTEST November *"The End All & Be All Contest"*

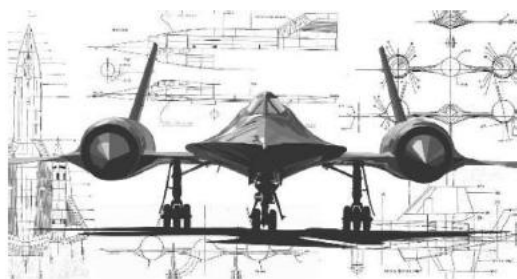
Don't despair, there's a reasonable premise for this contest in context. In keeping with recent past years November club contest, where we recognize this is last "competition" for the club meeting year, "end all and be all" idea now being put forth is this easy to realize theme scheme that echoes past efforts so make "a second chance" for everyone

ALL ENTRIES HERE SIMPLY NEED TO BE : **GERMAN, SHERMAN, or VERMIN**, any scale or type that fits



As you may above surmise, there's more than ONE way to approach this, and double/triple entendre welcomed

AND NEXT DAY, NOVEMBER 5th, EVENT RIGHT HERE IN REGION NINE



Annual Model Show
November 5th, 2016

Held at:
Adventure Church of Yuba City
1100 Garden Highway
Yuba City, CA 95991

0800-0900 Vendor Set-up
0900-1200 Registration
1230-1300 1st Raffle
1300-1430 Judge Mtg & Judging
1500-1530 2nd Raffle
1530-1600 Awards Recognition

Food Available
Snacks + Lunch

"Horses to Horsepower"
Record Setters for the Ages

For Additional Information Please Contact
Brent Shires, IPMS Dragon Lady President 530-777-9417
<https://www.facebook.com/IPMSDragonlady/>

For Additional information on getting to the church, please visit
<http://www.adventurechurchyc.org/>

Admission to enter: FREE
Model Entry Fee;
• Adult \$6 First, \$1 Each Additional
• Junior \$1 Each
• Kids (under 10) FREE

Raffle Tickets
\$1 – 1 Ticket
\$5 – 6 Tickets
\$20 – 30 Tickets

Vendors Tables
(first come first serve)
*space will be limited
\$40 – First Table
\$30 – Each Additional Table

So Cal 's NOVEMBER 5th IS NOT SLACKING EITHER, THANKS TO AVG in REGION EIGHT

Desert Classic XX

IPMS Region 8

AVG's 20th Anniversary Model Contest

Saturday, November 5th 2016

Presented by
The
Antelope Valley
Group
IPMS AVG



Event Location:
Antelope Valley College
3041 W. Avenue K, Lancaster CA
Cafeteria Entrance

This Year's Theme:
"Vietnam War"

Categories

Provisions for Splits provided as required

1. Helicopters, All Scales & Types
2. Aircraft: Biplanes, All Scales & Types
3. Aircraft 1/73 & Smaller
4. Aircraft 1/72 Prop
5. Aircraft 1/72 Jet
6. Aircraft 1/48 Allied Prop
7. Aircraft 1/48 Axis Prop
8. Aircraft 1/48 Jet
9. Aircraft 1/32 & Larger
10. Ships: All Scales & Types
11. Submarines: All Scales & Types
12. Armor: 1/72nd & Smaller
13. Armor: 1/48th
14. Tanks: Allied -1945 & Earlier (1/35 & Larger)
15. Tanks: Axis -1945 & Earlier (1/35 & Larger)
16. Armor: Tanks & AFV 1946 - Present
17. Armor: Artillery, All Scales & Types
18. Armor: Softskins
19. Auto-Factory & Replica Stock
20. Auto-Street Machine & Hot Rods
21. Auto Cruisers, Customs, Low Riders
22. Auto-Competition Straight Track & Oval
23. Auto: Miscellaneous
24. Figures: Historical
25. Figures: Fantasy / Sci-f Biological Types
26. Dioramas: All Compositions
27. GUNDAM / Mecha
28. Sci-Fi / Real Space: Hardware
29. Out of the Box: All Scales & Types (National OOB Rules)
30. Miscellaneous
31. Juniors: 17 & Under
32. Jurassic Plastic

Schedule:

0900-1230 Registration
1:00-3:30 Judging
3:30-4:30 Awards Presentation

Fees:

Parking: \$0.50 charged by College (May be waived)
Adult: \$10.00 up to 3 entries.
\$2.00 ea. per additional entry.
Juniors: FREE
Spectators: FREE
Vendors: \$30.00 Per table (Reserved prior to Aug 1.)
\$40.00 after August 1. \$45.00 at the door.

Special Awards

Theme Award: "Vietnam War"
Best of Show
Presidents Award
Best Natural Metal Finish
Best Auto Paint & Finish

Specific Subject & Anniversary Awards

Best WWI Subject
Best USMC Subject
Best Cold War Aircraft 1946-1989
Best Israeli Armor
X-Plane Award

Vendor Contact or additional information

IPMS Chapter Contact: Curtie Stidham (661) 267-0089 cbstidham@sboglobal.net
<http://www.avg-ipms.org>

In addition, here's the Special Award for AVG # 20

**New Special Award for the 2016
AVG Desert Classic Contest**



JURASSIC PLASTIC

- Model Must Be A Single Kit from a Pre-1970 Mold (No Dioramas)
- Contestant Must Provide Proof Of Original Copyright Date.
(Instruction Sheet or Box Showing Copyright Date Must Accompany Model)
- Any Subject, Any Scale
- Model Must Be Built "Out of Box" Per IPMS Rules
 - No Aftermarket Parts or Kit-Bashing (Modern Decals Allowed)
 - Build Must Be Per Instructions Using Kit Parts

STILL COMING UP IN AN AFTERMARKET NEAR YOU !

Another Full Reprint of a SVSM Member Article from WAY BACK

Also Part Three of "NEAR SILENCE" Air Compressor Project by Rich Pedro



ADVISE SPECIAL NOTICE

MEETING NIGHT CHANGE

7:00 PM OPEN, MEETING 8:00 PM SHARP

FIRST FRIDAY

NOVEMBER 04

At

COMMUNITY ROOM

Milpitas Police Administration Building

1275 N. Milpitas Blvd

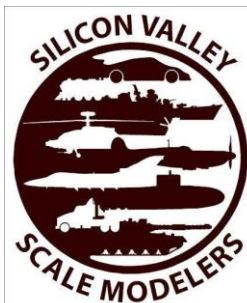
Milpitas, CA

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
SILICON VALLEY SCALE MODELERS
P.O. BOX 361644
MILPITAS CA 95036
Email : dens25403@mypacks.net

