



A Better Monogram Spitfire Mk. IX: Building 'PORKY II'

By Laramie Wright

Last year, I built a Monogram 1:48 Spitfire Mk. IX for the club's "Monogram Mastery" contest. I did that one straight out of the box and enjoyed it. At the same time, I had a second Monogram Spit IX available and decided to see what I could do to produce a proverbial "silk purse from a sow's ear" project. Without resorting to expensive after-market resin and photoetch parts, could the ancient kit be made to look enough like its inspiration that those seeing it would have a hard time believing its source?

I began by sanding off all raised panel lines and rivets (lots of rivets) and then rescribing them. This was probably the most tedious part of the project, causing periodic profanities and grumbling as the scribe went awry or stop lines were overrun. Oh well, out with the superglue, sand and scribe again. I used the Verlinden version of scribing templates for the hatches and doors, inspection ports and the like. Dymo label tape was used for the longer panel line runs and was particularly effective over curves and the top and bottom of the fuselage lines.

The cockpit was fully detailed starting with a Tamiya Spitfire Vb interior left over from an earlier project that used a Cooper Details resin interior. The Tamiya parts are sound but basic. I dressed up the instrument panel, seat and added the curved floor to the cockpit frame. Thinning the sidewalls and adding seat belts detailed the seat.

I made the belts from thin Evergreen strip-stock, drilling out the adjustment grommets and adding buckles. Further detail included the harness run through the pilot's armor plate and attachment to an interior frame back in the fuselage.

I added the structural members on fuselage sides along with various boxes,

switches and controls to busy up the office. Other details included the oxygen tank and mask feed hose, compressed air tanks for the gun charging system and a complete rear frame including many drilled out lightening holes. I cut out the pilot's door and had intended to replace it with the spare from the Tamiya kit, but as that was thicker than I liked, I scratch built the door from sheet styrene and stretched sprue, giving a more scale like appearance. The completed cockpit was glued to the right fuselage and then the left fuselage half was joined.



Laramie's Monogram Spitfire Mk. IX is far removed from the original kit. The old kit got the full treatment - a new cockpit, new panel lines and several shape corrections.

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EDITOR'S BRIEF

This is this editor's final brief, at least for a while. John Heck has volunteered to assume the role that the current editor has held for 12 years, and to prove he's up to the task, take a look at this issue; it was laid out entirely by John. Please continue to send articles his way and support the Styrene Sheet as it continues to evolve and grow along with the club.

It has been a remarkable 12 years. From the editor's standpoint, it's meant 154 issues; we missed two, one because of the death of his mother and the other because the office where the Styrene Sheet was printed and produced burned to the ground. Considering the many traumas small and large that our club has endured beyond that, the record for consistency we've established has been fairly good. 13 years ago, the Styrene Sheet was 8 pages, now it's regularly 16. It's handed out at the IPMS Nationals and has been every year since 1995. Authors are contributing to websites and magazines around the world. And, most important of all, the club membership knows what's going on because of our newsletter. No matter how crazy things may get regarding our meeting space or upcoming contests, we have managed to keep each other in the know, as long as we took time to read the newsletter.

The club has changed a great deal since 1992. Our membership is roughly one-third larger; we've seen members become fathers and bring their kids to meetings; we've run four obituaries for friends who have left us and who are sorely missed. And another thing has changed: the affection that our members have for each other has become deeper and more real and has given our club a feeling that few clubs anywhere in the country can claim. Just look at Steve and Anita Travis, who share their enthusiasm by supporting the VA Hospital drive so diligently. When Steve had his heart episode several years ago, the first person to call was Frank Beltran, who had gone through the same thing just a few months earlier. Frank told Steve what to expect and soothed his fears. This isn't what a mere club member does. It's what a friend does.

Your editor's most vivid memories of his tenure aren't the late nights spent copying and folding the

newsletter. They are of the superhuman effort that our club put forth in hosting the 1998 Nationals, of the road trips we have taken to contests near and far, and of the lasting friendships that have been fostered by SVSM.

As an editor, it would be lacking in courtesy to not thank the contributors to the Styrene Sheet who have made such a difference. Thanks go to Brad Chun for his countless kit reviews, to Vladimir Yakubov for his build-ups of Russian ships that few of us would have learned about without him, and to Mike Meek for his two-part stories that are years in the making. Thanks go to Laramie Wright for his versatility, to Robin Powell for his last-minute heroics, to Gabriel Lee for his exhaustive exploration of this history of Venezuelan aviation, and to Greg Plummer for bringing a big dose of humor to our pages. Thanks go to Jim Lewis, Bert McDowell and Mark Hernandez for their subject matter expertise, which is often second to none. Thanks go to the other regular contributors over the years, especially Bill Ferrante, Jim Lund, Mark Schynert, Hubert Chan, Barry Bauer, Ken Miller, Rodney Williams, Roy Sutherland and Jim Priete. The newsletter never could have attained its status without the contributions of two people in particular. Bob Miller, who sells himself short as a writer, has contributed a body of work that ranges from the Fokker transports of the '20s to the NACA and NASA efforts of Moffett Field all the way to the days of soaring in Fremont. He has added a wonderful local flavor to the newsletter and shows that enthusiasm knows no age limit. And Mike Burton, a tireless writer who challenges the editor, threw himself into series after series: concept cars, Convair deltas, P-for-Pursuit, pioneer jets and on and on. At times when there was a shortage of material, Mike was a one-man staff and he kept our newsletter on track.

So now, it is time for this editor to step down and turn the duties over to a new volunteer. Thank you for making it a wonderful, educational and hugely rewarding 12 years, and thank you all for being such wonderfully supportive friends through it all.

—The Editor

Did you know our club has a web site? It's true! Go to www.svsm.org for photos from club meetings and information on upcoming contests and shows.

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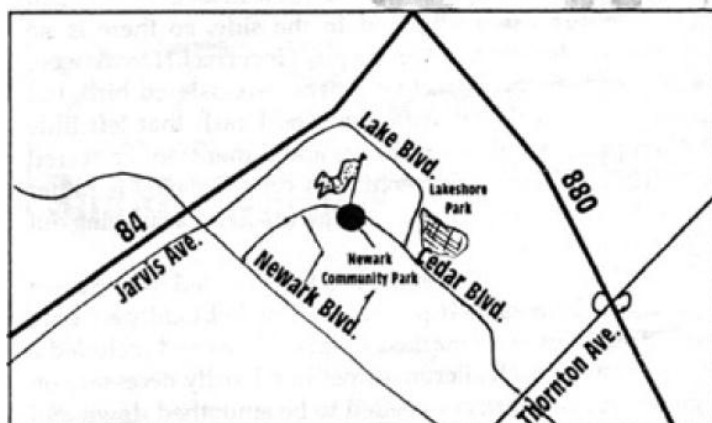
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Special awards for Best aircraft or space vehicle, Best armor, Best civilian land vehicle, Best ship, Best figure or robot, and the Tri-City Award for best tri-themed entry (trimotor airplane, triceratops, Triumph car, Trident missile, etc.)

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Entry fees: \$6 for modelers 18 and older, plus \$1 for each model after the first two entries. \$1 for 17 modelers and younger with no charge for additional entries.

For Vendor information, call Jim Priete weekdays between 9 a.m. and 3:30 p.m. at (925) 323-1845. Tables are \$40 until April 1, \$45 until May 21 and \$50 on the day of the event.

For more information, contact Mark Schynert at (510) 796-3331 or e-mail him at mass22@earthlink.net (with 'Tri-City Contest' in the subject line)

Turning a GTO into a fantasy compact truck

By Greg Plummer

Volkswagen will always be remembered for the original Beetle. Dr. Porsche's "people's car," a direct copy of a Czech Tatra design, is still the most produced car ever. Less well known was their line of vans and pickups introduced in the late '50s. Based on the Beetle engineering, these "boxes on wheels" were compact and efficient, making them popular with small businesses in the U.S. In response to these products, the U.S. auto industry started making its own lines of compact utility trucks.

Chevrolet was the most direct imitator, with its Corvair van and pickup of the early '60s. The design was very similar to Volkswagen's. It had a rear mounted air-cooled engine and a driver's seat over the front wheels. This allowed for a large amount of cargo area on a

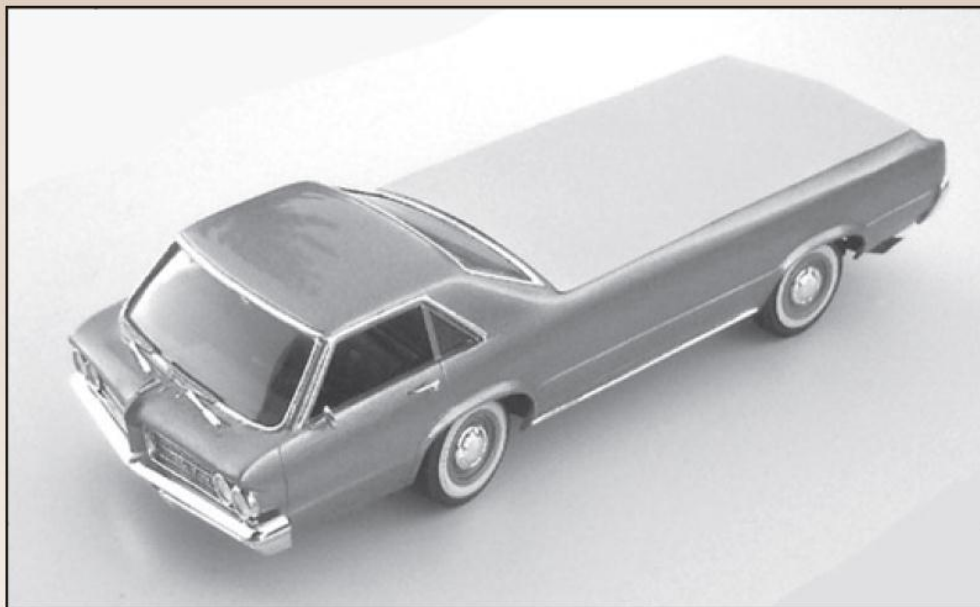
compact chassis, though like the Volkswagen, driver safety was very questionable in a front end crash. Ford's Econoline (initially part of the Falcon line) series of vans and pickups were more successful. It too had the driver's seat over the front wheels in its first generation, but power came from a water-cooled engine centrally mounted in the chassis.

This basic form-mid engine with driver forward would be followed by all the U.S. makers for their vans and compact pickups through the '60s. Chevrolet came out with their own "Econoline" after the poor selling Corvair line of trucks was dropped in 1964. Dodge also introduced a compact line very similar to the Econoline in the early '60s and here we come to one of the main inspirations for this article.

When the A-100 series of compact pickups was being introduced, Chrysler came to the Alexander brothers of Detroit with a proposal to sponsor a custom version of the new Dodge. Mike and Larry Alexander

had been building tasteful and well-constructed customs for many years. They turned to GM designer Harry Bradley for a plan for this new custom. The Alexanders and Harry Bradley had long worked together in their custom designs, though not officially; the hot rod industry was still a back yard business back then. Bradley worked on the design through 1965 while he was at Stanford University for his master's degree. He realized that customizing an A-100 pickup would require a radical amount of work; anything else would look just like a shoebox with fancy wheels. His

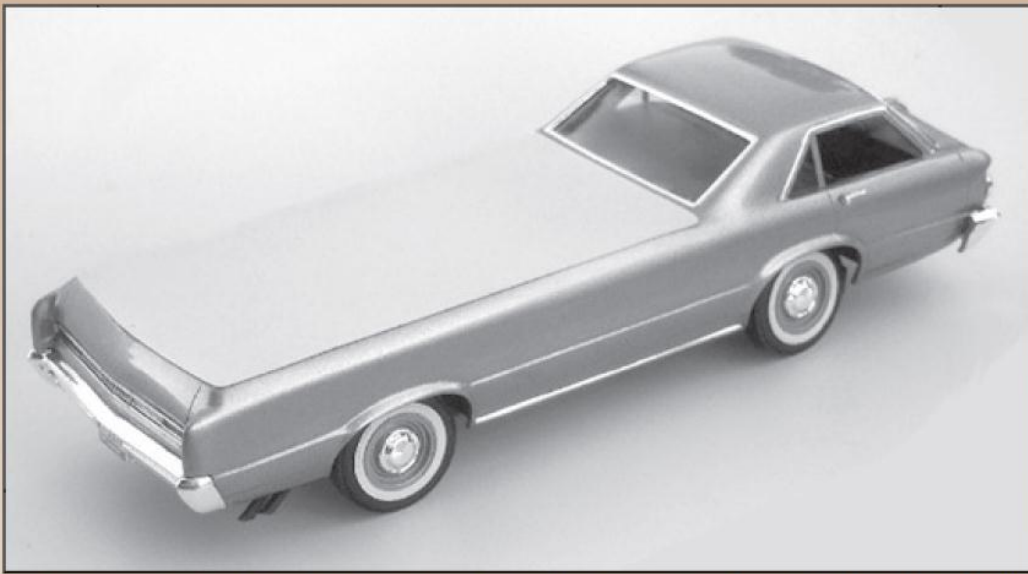
first sketches were indeed quite radical, looking nothing like the original truck. The design had lots of new ideas and borrowed sections from other vehicles. For instance, part of his design used a 1960 Ford station wagon tailgate for an opening front end. Chrysler enthusiastically



Originally a 1964 Pontiac GTO, Greg used the kit's boxy shape as a platform for his conversion. Greg shortened the roof, added scratch built doors and shortening the wheelbase.

approved the plans, but probably wasn't told much about Bradley's contributions, being a GM stylist, or about the Ford parts going into the design.

The Alexander Bros. needed a name for this new creation. Bradley's sketches were published in a 1966 issue of *Car Model* magazine in a "Name this Custom" contest. The winning name was Deora (incorrectly translated Spanish for "golden") inspired by the gold color used in the sketches. The Alexander Bros. then went to work. The Deora was a complex design that took an enormous effort for a small shop to build. The Dodge A-100 truck was radically transformed into a smooth and low custom with a front-opening door. Bradley's new ideas were tried out in this fully-driveable custom truck. Firestone even made special tires just for the Deora. The project drained the Alexander Bros. (it cost as much as two new Chryslers to build the Deora), but the radical truck was a smashing success on the custom car circuit. AMT made a model



Greg's conversion was inspired by a friend's similar conversion of a 1977 AMC Matador kit. Greg retained the donor GTO kit's bench seat and dashbord for the semi-gloss black interior.

kit of the Deora, and it would even inspire a second Deora II to be built. The original is currently owned by the Alexander family and being restored to show condition again. The Alexander's Bros. shop would be demolished to make way for a new freeway (ironic, no?) and they went on to other things besides custom cars. Harry Bradley would go on to Mattel, where he and Tom Daniels, another custom car stylist, would produce many a Hot Wheel and *Monogram* kit based on their designs.

The Deora kit was re-released not too long ago by *AMT*. Looking at the box top, it's obvious the Deora design, while still very good, is looking a bit dated. I passed on the kit, but then my friend Steve Hinson did something that inspired me to look again at the Deora concept. Taking a '77 AMC Matador kit, he reversed the body and shortened the roof, making his own custom version of a Deora. He even painted it gold; we nicknamed it the "Matadeora," and, well, the name stuck. If you've ever seen a Matador, customizing it is the best thing you can do to the kit. When he started on his project, I broke out a Honda Accord and started making my own version of a compact pickup custom. The results were mixed after I did the basic body work; I abandoned it, but maybe I'll get back to

it one day.

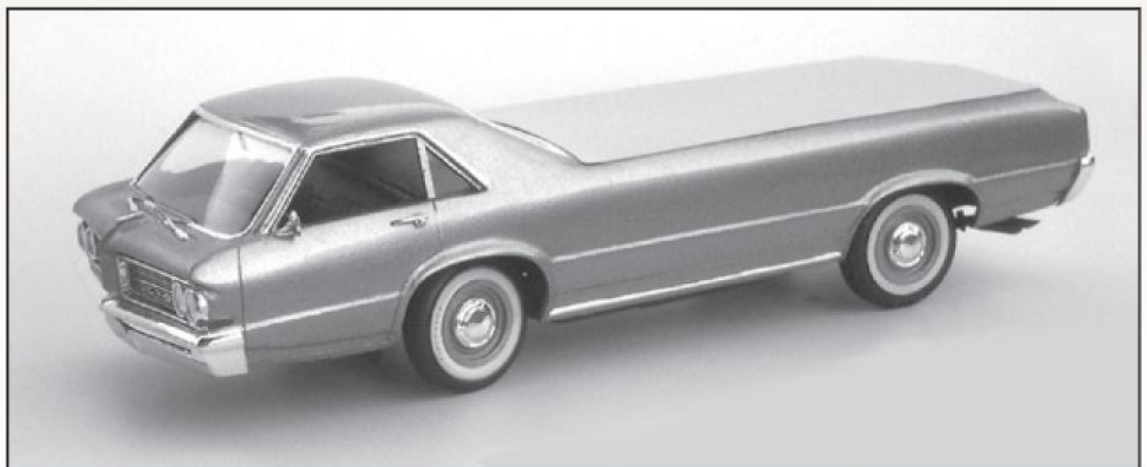
Still having the bug, I looked for a kit that would make a better subject. The slab-sided '64 Pontiac GTO struck me as having possibilities.

Already a bit of a box, the GTO body would lend itself well for conversion into a compact pickup. I started by shortening the rear overhang and taking a section out of the middle to shorten the wheelbase. The roof was cut off and shortened and repositioned on the front of the body after the front grill

section was cut off. Scratch built front doors were added ahead of the front wheels, and all the gaps in the body were filled and smoothed with *Tamiya* polyester putty (fancy Bondo). In retrospect, I should have drawn out a few plans instead of just eye balling it all as the front end droops just a little too much. A couple of millimeters makes a big difference in the looks of a custom scale auto.

The chassis was shortened and the axles installed - this was all that was done underneath as this model would be a "curbsider," that is no engine or chassis detail. The real thing would have a nice Pontiac 389 V-8 centrally mounted following the Econline plan. A bed for the back was also skipped; a cover would be installed instead. Being a styling exercise, I was pursuing a quick build rather than a bang-your-head-against-the-wall full detail project, but this concept turned out well enough that a fully-detailed project

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The CTO wheels came from an AMT 1949 Ford kit, with the caps from AMT's 1962 Catalina. The Firestone tires are also from AMT. The body was painted with light blue automotive touch up paint.

Fixing the Monogram 1/48 Spitfire Mk. IX

Continued from page 1

One of the major shape errors of the kit is in the nose shape. The rocker cover panel and cowling is just too narrow and rounded. After removing the molded on exhaust stacks I added strips of styrene and superglue, then sanded, filled, sanded, filled repeatedly until a satisfactory shape appeared. I added Dzus fasteners around the cowl panels by drilling shallow holes with a tiny drill bit. Exhausts were sourced from an Airfix Seafire Mk III.

The under-wing radiator housings were completely see-through. I roughed in the radiators and then faced them with corrugated strips cut from the ends of aspirin packets. Once painted and dry brushed they looked great. I closed the wing above the radiators to preclude the old see-through effect up into the wing. Following completion of this step the upper wings were cemented to the lower.

I built up the area at the rear of the wings with sheet plastic and superglue to provide enough material to allow me to carve out the signature under-wing gull shape that is missing on this and so many other Spitfire kits. Once blended and polished, the panel lines were added.

The wheel wells were boxed in with strip styrene and roof details added. The raised portion for the legs to rest in was made from u-channel stock.

When I began the conversion, I was looking through the sources I had at hand and found that in most schemes that caught my interest the carburetor intake was of the later long type. The kit came with the early short intake. What to do? I had the long Vokes filter left over from the Tamiya Mk Vb that had donated the basic cockpit. Starting with the sawn off lower portion as a base I built up the intake with strip plastic, superglue and later putty. Again, sand, fill, sand, fill, check reference, fill, sand until done.

I reshaped the elevators to the later type by filling the original separation line and scribing the larger balance in. I added trim tab actuators to the top of each elevator. The elevators were separated and installed in a drooped position as seen in most Spitfire photos. The rudder actuator was improved by removing the molded web between the fuselage and control horn, replacing it with a short piece of brass rod.

The kit propeller is bad and good. The spinner is an undersized two-part assembly with blades attached to one part. The shape is poor and the seam very hard to

eliminate, however the blades are pretty good. Keeping with my initial goal of building this beast without recourse to any aftermarket parts, I scrounged a spinner from an Airfix Seafire Mk III. I added shafts to the base of the kit blades, then filled and sanded them until a smooth blend was achieved and

they looked like Rotol prop blades. A little work with a drill and they mated up nicely with the spinner.

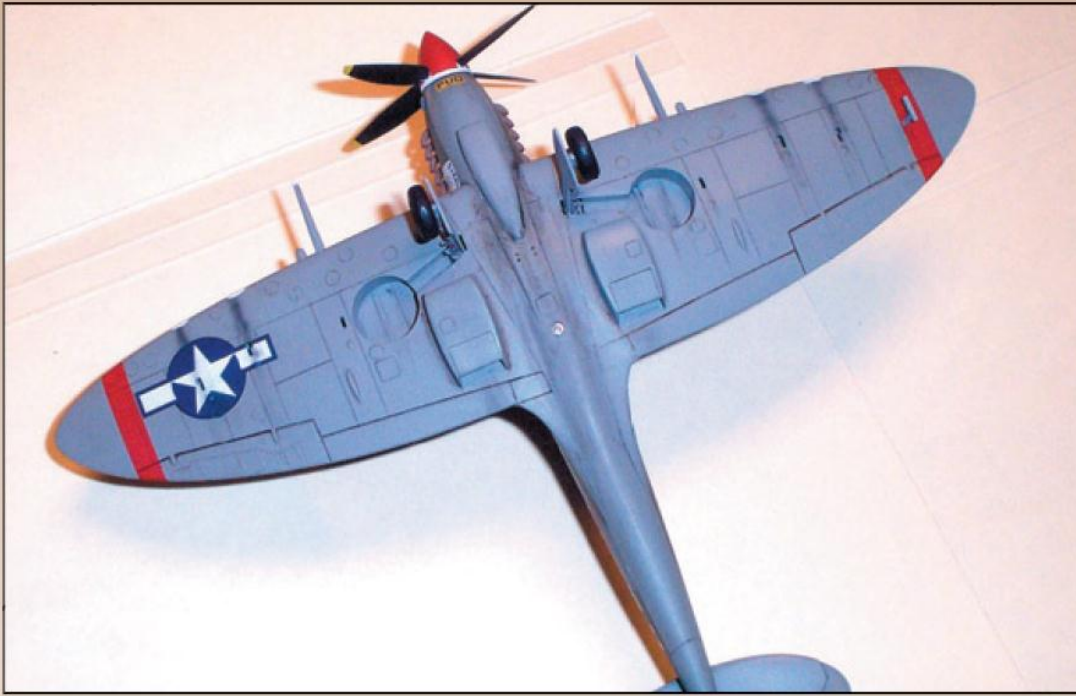
I found a spare set of Airfix Spitfire landing gears in the spares box and made up sockets to fit them into the wheel wells. A bit of test fitting and adjustments resulted in positive fit and alignment. I secured the sockets in place and prepared for final details and painting.

The model was painted in gray as a primer, seams checked, correction made and then it went to the paint shop.

I had gotten hold of Paul Ludwig's two volumes on American Spitfire Camouflage and Markings by Ventura Books, and a whole new world of color schemes was opened. I found a set of Superscale decals based on the books that had a Mk IX from the 309th FS flown by Lt. Robert Connor in Italy in February 1944. The aircraft was the same version as I had built and had some interesting



The cockpit was detailed with dressed up Tamiya parts and strip-stock. The door was scratch built with sheet styrene and stretched sprue for a more scale appearance.



Laramie used corrugated strips from the ends of aspirin packets to fill in the hollow radiators. The wheel wells were boxed in and the rear of wings were reshaped to the distinctive under-wing gull shape.

markings. The fuselage star was the version with red surround from August thru September 1943 but the wing stars had the blue surround dating from October 1943.

Red wing stripes and spinner with a nice piece of Porky Pig nose art completed the package.

The topsides were painted in Model Master enamels: Ocean Gray and Dark Green shot freehand, with Tamiya spray lacquer Medium Sea Gray on the bottom. After masking was removed any touch-ups done, I let it dry for a couple of days. Wing tip bands preparatory to decaling and weathering.

I used markings from Superscale sheet 48-840 for Connor's aircraft WZ * RR, "PORKY II." The decals matched the Ventura references and went on perfectly. A light coat of future sealed the decals and then the model was weathered using artist oils to pick out panel lines and the prominent oil staining on the belly.

Exhaust stains and powder residue tracks

bright silver.

I used Poly Scale Flat Coat over the whole model to finish the build.

I probably spent as much time on the model as I would have spent on two Shermans but the opened mouth looks and incredulous "Monogram?!? No way!" comments are great payments for the time and effort.

aft of the gun ports were applied using highly thinned Tamiya paints, a mix of gray, black and brown. Individual details were picked out using a pin wash of artist oils.

I used a prismacolor silver pencil to add paint chips and scuffing. I did that in several layers for the large area on the port wing root that took a lot of abuse from pilot and ground crew during operations. I applied silver, over sprayed with flat coat and then silver again after the paint dried. That built up a subtle scuffed metal appearance that is much nicer than a too



Decals for WZRR - Porky II, flown by Lt. Robert Connor for the 309th FS over Italy in February 1944, were provided by Superscale. The two-toned uppers are soft edged Ocean Grey and Dark Green.

Winners at the 2004 Kickoff Classic



Ben Pada won first place in Single Engine Jet of Rocket Aircraft, 1:48 with this F-84F Thunderjet

S1. Single-engine Jet or Rocket Aircraft, 1:72
First: A-7E Corsair II, Tom Bergfeld, San Francisco
Second: MiG-23, Pat Nichols, Santa Rosa
Third: F-84G Thunderjet, Mike Burton, San Jose

S2. Multi-engine Jet Aircraft, 1:72
First: Me 262B, Erik Mark, Petaluma
Second: A-10 Thunderbolt II, Tom Bergfeld, San Francisco
Third: Me 262, Jose Mendez, Los Angeles

S3. Single-engine Prop or Turboprop Aircraft, 1:72
First: Fw 190D-9, Paul Rogers, Antioch
Second: Fw 190A-3, Roy Sutherland, Fremont
Third: Bf 109G-12, Chuck Betz, San Francisco

S4. MultiEngine Prop or Turboprop Aircraft, 1:72
First: Mosquito Mk XVIII "Tsetse," Chris Bucholtz, San Jose
Second: Bf 210A, Mike Laxton, Simi Valley
Third: Fw 154 Mosquito, Tom Bergfeld, San Francisco

S5. Single Engine Jet or Rocket Aircraft, 1:48
First: F-84F Thunderjet, Ben Pada, San Jose
Second: MiG-17F "Fresco," Frank Babbitt, San Jose
Third: Me 163 Komet, John Heck, San Jose

S6. MultiEngine Jet Aircraft, 1:48
First: F-117 Nighthawk, John Heck, San Jose
Second: S-3B Viking, Wes Shirley, Santa Rosa
Third: Me 262A, Maurice Saicon, Fresno

S7. Single Engine Prop or Turboprop, 1:48, Allied Naval

First: F2A-2 Buffalo, Bryan Finch, Modesto
Second: F4U-1A Corsair, Ken Connor, San Jose
Third: F4U-1 Corsair, Ben Pada, San Jose

S8. Single Engine Prop or Turboprop, 1:48, Allied Other

First: Lavochkin La-7, Ken Connor, San Jose
Second: P-47D Thunderbolt, Ben Pada, San Jose
Third: A-1H SVNAF Skyraider, Frank Babbitt, San Jose

S9. Single Engine Prop or Turboprop, 1:48, Axis and Neutrals

First: Bf 109K-4, Dan Clover, Northridge
Second: Fw 190D-9, Dan Clover, Northridge
Third: Ki-84 "Frank," Ben Pada, San Jose

S10. MultiEngine Prop or Turboprop Aircraft, 1:48

First: Bristol Beaufighter, Pete Hiatt, Long Beach
Second: Dornier Do 335, Pete Hiatt, Long Beach
Third: Hs 129B-3, Jose Mendez, Los Angeles

S11. Jet or Rocket Aircraft, 1:32

First: Tornado GR.1, Milt Poulos, Santa Clara
Second: F-105D Thunderchief, Wes Shirley, Santa Rosa
Third: F-5E Freedom Fighter, Fred Shammass, Mountain View

S12. Prop Aircraft, 1:32

First: Bf 109G-4, Mike Laxton, Simi Valley



Mike Meek's Red Baron RB-51 placed first in Civil, Sport and Racing Aircraft, All Scales.



Randy Ray won first place in Towed Artillery and Ancillary Vehicles, 1:35 and Larger with his 16th Century Siege Mortar.

Second: Spitfire Mk VIII, Eric Mark, Petaluma
Third: Fw 190D-9, Jim Reid, San Francisco

S13. Biplanes/Fabric and Rigging, All Scales
First: Wright Flyer, Eric Mark, Petaluma
Second: Albatros D.Va, Chuck Betz, San Francisco
Third: Albatros, Mike English, San Jose

S14. Rotary Wing Aircraft, All Scales
First: AH-1 Cobra, Thang Le, San Jose
Second: Mil Mi-24 "Hind," Steve Alton, LeMoore
Third: H-34 Sea Horse, Steve Alton, LeMoore

S15. Civil, Sport and Racing Aircraft, All Scales
First: Red Baron RB-51, Mike Meek, San Martin
Second: Cobra III P-39 Air Racer, Mike Meek, San Martin
Third: F4U-1D #92 "Lucky Gallon," Rodney Williams, San Jose

S16. Jet, Prop and Rocket Aircraft, 1:144
First: FM-2 Wildcat, Paul Rogers, Antioch
Second: Bf 109F, Paul Rogers, Antioch
Third: X-2, David Newman, Rosamond

S17. Military Vehicles Softskin and Support 1:35 and Larger
First: RSO Tractor, Jack Riggart, Santa Rosa
Second: DUKW, Bob Phillips, Stockton
Third: SAS Jeep, Thomas Ivankso, San Jose

S18. AFV Closed Top, To 1945, 1:35 and Larger
First: M4 Sherman, Bryan Finch, Modesto
Second: A7V, Jack Riggart, Santa Rosa
Third: M4A2 Sherman, Laramie D Wright, San Jose

S19. AFV Closed Top, Post 1945, 1:35 and Larger
First: T-55A, Mike Budzeika, La Habra
Second: Warrior MICV, Mark Wong, Hayward
Third: T-55A, Ken Lawrence, Santa Rosa

S20. Armored Fighting Vehicles, Open Top, 1:35 and Larger
First: Daimler Dingo, Joe Fleming, Morgan Hill
Second: SIG 33 Bison, Joe Fleming, Morgan Hill
Third: LTVP4 Water Buffalo, Mark Wong, Hayward

S21. Towed Artillery and Ancillary Vehicles, 1:35 and Larger
First: 16th Century Siege Mortar, Randy J Ray, Campbell

Second: 2.8cm SPZB41, Michael J Armstrong, La Crescenta
Third: Sdkfz II/4 with 10.5cm Gun, Lester Tockerman, Seaside

S22. Military Vehicles, Allied, All Types, 1:48 and Smaller
First: Daimler Armored Car Mk II, Bryan Finch, Modesto
Second: Ba-II, Vladimir Yakubov, Fremont
Third: T-34/57, Vladimir Yakubov, Fremont

S23. Military Vehicles, Axis and Neutrals, All Types, 1:48 and Smaller
First: Panzer IV, Chuck Betz, San Francisco
Second: Jagdpanzer IV L/48, Dave Parks, Newark
Third: PzKpfw V Panther G with IR, Dave Parks, Newark

S24. Ships, 1:400 and Larger



Laramie Wright placed third in AFV Closed Top to 1945, 1:35 and Larger with his M4A2 Sherman.



The first place winner for Ships, 1:401 and Smaller went to Vladimir Yakubov for this Russian Cruiser Rurik.

First: Type VII B U-Boat, Rick Stenger, Fresno
 Second: San Felipe, Mark Wong, Hayward
 Third: HMS King George V, Maurice Saicon, Fresno

S25. Ships, 1:401 and Smaller
 First: Rurik, Vladimir Yakubov, Fremont
 Second: I-58, Chuck Betz, San Francisco
 Third: Valerian Kuibyshev, Vladimir Yakubov, Fremont

S26. Automobiles, Stock, All Scales
 First: Enzo Ferrari, Pete Hiatt, Long Beach
 Second: Model A Pickup "Rust In Peace," Steve Klein, Redding
 Third: Jaguar XJ220, Pete Hiatt, Long Beach

S27. Automobiles, Custom, Other Than Low Rider, All Scales
 First: Shelby Cobra, Greg Plummer, Boulder Creek
 Second: 1970 Plymouth Superbird, John Carr, Milpitas
 Third: '29 Ford Rat Rod Roadster, Steve Travis, Santa Clara

S28. Automobiles, Competition, Open Wheel, All Scales
 First: John Player Special Lotus 99T, Tom Leutzinger, Pacific Grove
 Second: 1974 Ferrari 312T4, Jeff Rojas, Campbell
 Third: 1975 Ferrari 312T F-1, Jeff Rojas, Campbell

S29. Automobiles, Competition, Closed Wheel
 First: Triumph TR-2, Bryan Finch, Modesto
 Second: Jaguar Group 44 V12, Clarence Novak, San Mateo
 Third: Mercury Spoiler NASCAR, Greg Plummer, Boulder Creek

S30. Automobiles, Custom, Open Top/ Convertibles Specifically Styled as Low Riders, All Scales
 First: '64 Impala, Bobby Gonzalez, Lemoore
 Second: '62 Impala Convertible, Santos Gonzalez, San Jose
 Third: '62 Convertible, Carlos Malvido, San Jose

S31. Automobiles, Custom, Hard-Top Specifically Styled as Low Riders, All Scales
 First: Impala, Johnny Galvan, San Jose
 Second: 1950 Chevy Truck, Bobby Gonzalez, Lemoore
 Third: 1950 Chevy Truck, Santos Gonzalez, San Jose

S32. Space Vehicles Fictional (Sci-Fi or Fantasy), All scales and types
 First: X-Wing Fighter, Pete Hiatt, Long Beach
 Second: Space Marine Land Raider "All Things Fall," Richard Carlson, Anderson
 Third: Seaquest DSV sub, Louis Orselli, San Lorenzo

S33. Space Vehicles, Real and Missiles, All scales & types
 First: SA-2 Guideline on launcher, Vladimir Yakubov, Fremont
 Second: V-1, John Heck, San Jose
 Third: Lunar Rover, Clarence Novak, San Mateo

S34. Figures, Military, Historical, All Scales
 First: US Marine WWII, Bill Hessling, Morgan Hill
 Second: Sioux Warrior "Rain in Face," Joe Fleming, Morgan Hill
 Third: "Viva Zapata," Mexican Revolutionary, Bill Hes-



John Heck won first place in MultiEngine Jet Aircraft, 1:48 with his Tamiya F-117A Nighthawk.

sling, Morgan Hill

S35. Figures Fantasy & Fiction, All Scales

First: Wolfman, Steve Klein, Redding
Second: Sailor Mercury, Brian Sakai, El Cerrito
Third: Bridge Of Sorrows, Ed Souza, Alhambra

S36. Out Of The Box, All Types & Scales

First: Dornier Do 335, Thang Le, San Jose
Second: PBY-5A Catalina, Thang Le, San Jose
Third: Su-35 "Frogfoot," Thang Le, San Jose

S37. Dioramas, All Types and Scales

First: "Out of Juice: Ardennes December 1944," Jose Mendez, Los Angeles
Second: "I should have stayed at Club Med," Steve Klein, Redding
Third: "Dessert, Sweetie?" Steve Klein, Redding

S38. Hypothetical Vehicles, All Types and Scales

First: Lippisch Aerodyne, Clarence Novak, San Mateo
Second: Lippisch P-13, John Heck, San Jose
Third: Blohm Und Voss Bv 194, Tom Bergfeld, San Francisco

S39. Miscellaneous, All Types and Scales

First: "Type 84" Kubelbuswagon, Jack Riggart, Santa Rosa
Second: Vincent Black Shadow Motorcycle, Mike English, San Jose
Third: 1990 Honda 500 GP Racer, Richard Horton, Lemoore

S40. Collections, All Types and Scales

First: '34 Ford Collection, Steve Travis, Santa Clara
Second: F2G Racy Corsairs Collection, Rodney Williams, San Jose
Third: ETO P-51 Mustangs, Bill Hessling, Morgan Hill

J1. Junior Aircraft

First: Boeing 757-2Q8, Dmitriy Shapiro, Sunnyvale
Second: P-40B, Alfonse Vu, San Jose
Third: F/A-18 Hornet, Dmitriy Shapiro, Sunnyvale

J2. Junior Military Vehicles

First: Pzkwf Mk IID, Andrew Haas, San Jose
Second: T-55A, Jonathan May, Clovis

J3. Junior Automobiles

First: Chevy 1500 pickup, Brian Dommer, Lemoore
Second: 1932 Ford, Ben Neal, Fernley, Nevada
Third: 1963 Lowrider Impala, Ben Neal, Fernley, Nevada

J4. Junior Dinosaurs and Figures

First: Joan Of Arc, Rose McMackin, San Jose
Second: WH40K Necron Squad, Nathan Serrano, Orinda
Third: Ann Boleyn, Rose McMackin, San Jose

J5. Junior Miscellaneous

First: Star Trek USS Enterprise, Nathan Serrano, Orinda

Y1. SubJunior Aircraft

First: P-40, Duncan Harrison, Belmont
Second: SR-71, Stephen Baker, Patterson
Third: NASA Discovery Shuttle and Hubble telescope, Benjamin Abbott, Oakland

Y2. SubJunior Military Vehicles and Ships

First: M-20 Armored Car, Aidan McMackin, San Jose
Second: Star Fighter Original Design, Benjamin Abbott, Oakland

Y3. SubJunior Automobiles (SJ3)

First: 1969 Oldsmobile, Roberto Relayo, Lemoore
Second: Aluma Coupe, Steven Souza, Alhambra
Third: Boss Mustang, Steven Souza, Alhambra

Y4. SubJunior Miscellaneous

First: WH40k Space Marines Command Squad, Curtis Serrano, Orinda
Second: NASA Spirit, Benjamin Abbott, Oakland
Third: AMX004 Qubely, Roberto Relayo, Lemoore

Richard Hubbert Memorial for Best USN WWII subject:
F4U-1A Corsair, Ken Connor

Best Racer: F2G Racy Corsairs Collection, Rodney Williams

Silk Purse from a Sow's Ear Award: A7V, Jack Riggart

Best NightFighter: Me 262b-1, Eric Mark

Best Vacform: Handley Page Hampden, Richard Eglon

Best 1944 Subject: M4 Sherman, Bryan Finch

Best Mustang: Red Baron RB-51, Mike Meek

Best Russo/Japanese War Subject: Armored Cruiser Rurik by Vladimir Yakubov

Stars and Stripes Award: F-117, John Heck

Mike Williams Award for Best SciFi, Space or Fantasy Subject: Lunar Rover, Clarence Novak

Ayreton Sena Memorial Award for Best Competition Car: Triumph TR-2, Bryan Finch

Archie Charter Award for Best USAAF Pacific Theatre Subject: Curtiss P-40N Warhawk, Brian Sakai

Junior BOS: Pzkwf Mk IID, Andrew Haas

Senior Best Of Show: U-Boat Type VII B, Rick Stenger

Building a Pontiac “CTO” - Compact Truck Option

Continued from page 5



The Dodge A-100 series of compact pickups was inspired by Volkswagen's little known line of vans and pickups introduced in the late '50s.

would be a possibility if I won the lottery and had the excess free time. The body was primed and sprayed with a light blue automotive touch up paint. The lacquer clear coat kept crazing the paint, so a coat of *Testors* High Gloss Clear enamel provided the final finish. In hindsight, I would have done the entire paint job with *Testors Model Master* paints, as they airbrush beautifully when thinned with lacquer thinner. Use adequate ventilation, please.

An interior was made from the rear seat of the GTO kit with the stock dashboard glued in front. It was a bit rough, so semi-gloss black was definitely the color choice here. Since the beginning of this project, I envisioned this model as being a “Phantom” vehicle, or a stock-appearing car that never existed in real life. The all-black interior with the bench seat worked with this concept, as did the steel wheels with Dogdish hub caps. The wheels, by the way, came from an *AMT* '49 Ford kit, with the caps from *AMT*'s '62 Catalina mounted on them. *AMT*'s common-as-dirt Firestone tires had whitewalls painted on them with a very pale tan acrylic (never use enamels on vinyl tires; they will never dry). The kit glass was used

front and rear for the new “cab,” and then the interior was installed.

Final details included the stock GTO rear bumper and front grills. The '62 Catalina's front bumper was cut down and used as it fit better than the GTO bumper. A .010” plastic sheet tonneau cover was made for the back, with “snaps” being reproduced by pushing a pin into the plastic from the other side. Door handles and a rear view mirror were added, as was a Pontiac arrow emblem just above the center front grill. In the middle of the project I decided on the name “CTO” (Compact Truck Option) for this creation, so the “G” in the front grill was modified to look like a “C.” I lost the rear emblems in all the body work, but it wouldn't be too tough to find a photoetched detail set for the '64 GTO and suitably modify those emblems

too. Right now, the relatively plain body works well with the compact truck concept, so emblems are not a worry. Photoetched parts also cost money...

The CTO was completed in time for the '04 Western NNL—one of my goals—and the model was met with a good reception. It was photographed by both *Model Cars* and *Scale Auto* magazines, so perhaps we'll see it in print, but there were certainly a lot of other very good models photographed there too, including Steve Hinson's Matadeora. So now the CTO sits on my shelf, and I'm off to the next project.



The Dodge Deora was a complex design that took enormous effort for Alexander brothers to convert from an A-100 compact pickup. The name Deora was incorrectly translated Spanish for “golden.”

SVSM BOOKSHELF

By Randy Ray

MiG-19: Day Interceptor & Two-seat Variants; MiG-19, S, SV, S-105, Shenyang J-6/F-6, JZ-6, JJ-6/FT-6, J-6I, II & III
4+ Publications, \$26.98

Mikoyan-Gurevich MiG-19: The Soviet Union's First Production Supersonic Fighter
By Yefim Gordon
Aerofax, \$32.98

When I got back into modeling in 1989, after five or six years away, one of my big passions was cold-war Soviet jets. (I hadn't built my first tank yet.) Part of the allure of this was the scarcity of information. If you had any data at all, it was a commodity to trade with like currency at shows and club meetings.

Well, since the fall of communism in the former Soviet Union, if you can't find at least basic information on Soviet aircraft from that period, you aren't trying very hard. But there's a difference between "basic information" and "exhaustive reference."

The MiG-19 was the first supersonic fighter to go into production in the Soviet Union. The finished airframes first started rolling off the assembly lines in 1954. However, due to the development of the MiG-21, the production in Russia was short-lived, and by the late '50s production had ceased. But China continued to produce them for decades afterwards, and some of the Chinese models remain in operational service in Albania, Bangladesh, and parts of China itself.

I saw the Aerofax volume on the shelves first. Even though my modeling tastes are more armor (and WWII) than they were in 1989, I still buy up most books related to Soviet jets from this period. And the MiG-19 is still one of the lesser-documented types. The MiG-15, MiG-17 and the hugely-mass-produced MiG-21 have all been given thorough coverage. But this latest Aerofax edition was the first (that I've seen) on just the MiG-19 since Squadron/Signal did an "In Action" volume.

Like the MiG-15 and MiG-21 books they've done, the MiG-19 book is large for a single-topic reference at 160 pages. It gives a very thorough history of the airframe from prototype and flight test-beds up to the variation that China implemented off of the basic design, the Nanchang Q-5 "Fantan." This book is rich in text and tables, of airframe numbers and provisioning to air units. It has 200 photos, both color and black and white. It also has a large number of line drawings, mostly side profile, but without a scale given. The book is a great reference by itself, but the main weakness is a lack of fine detail in the photos or the line drawings. There are numerous photos, many in color, of the different client-states' aircraft, with their differences in paint scheme and markings clear. But there are no detail shots of the cockpit, wheel wells, or any other aspect of the aircraft. The closest shots are of museum samples, most of which seem to have been long-forgotten.

In contrast, the 4+ volume on the "Farmer" is a light-weight 37 pages. It has 80 black and white photos, 20 color photos and 50 line drawings. As has always been the case with 4+, the book is light on history and heavy on detail. The reader is given just enough history to understand the place of the -19 in the development of Soviet air strategy and airframe research. After this, the book dives into the detail. Almost all of the photos are close-ups. Cockpit, wheel wells, the wingroot-mounted cannon and the cannon mount in the fuselage are all covered. Variations in underwing stores are discussed, and many of the stores are shown in photographs as well. Unlike the Aerofax, this book doesn't mention the Q-5 Fantan at all. But if you are more interested in super-detail than the operational history, you will want to have this book handy.

Overall, I recommend both books. If getting both is not an option for you, then consider whether you are more interested in the history or in building the ultimate MiG-19. If you aren't going to do a lot of detailing, and just want some background on other users of the aircraft, the Aerofax book is probably your best bet. If you plan on going to town on the old KP 1/72 kit, then you'll want the 4+.

FEBRUARY MINUTES

At the February meeting, Steve Travis informed the club that the Veterans Administration Model Drive is continuing to do good things for the community. The hospitals in Martinez and San Francisco each received 25 models and two jigsaw puzzles. The members are reminded that the donations of models, puzzles or money to the drive is still very much needed and appreciated. Also appreciated are the efforts of Steve and Anita Travis who have been untiring in their enthusiasm for this project. Thanks, Steve and Anita!

In model talk... Tom Trankle's Tamiya P-51B is finished and looks very good. Tom outfitted the kit with a Jaguar interior, a great looking SnJ natural metal finish and wheels from Obscureco. Aiden McMackin has mastered armor and has turned his attention to figures, painting up an assortment of G.I.'s from Tamiya's M3 half-track, M41 Walker Bulldog and one of the company's infantry sets. Shervin Shambayati has added a pair of Tomcats to his collection in the form of an AMT/Esco F-14A painted with Model Master enamels, and a Revell of Germany F-14D, finished with Humbrol paints. Shervin also dashed out a Hasegawa F-117, which he says was his fastest-ever build. He added the stars and stripes decals to the bottom, but he's had a little trouble with his Acryl top coat. Laramie Wright's experiment with the Monogram Spitfire F. Mk. IX has resulted in two models: one built nearly out of the box, as documented in an earlier issue of the Styrene Sheet, and a second that's been re-scribed, outfitted with an interior from a Tamiya Mk. V, supplied with a scratchbuilt entry door and a Squadron vacuformed canopy, equipped with new radiators and a Hasegawa prop and spinner, and marked with decals from Aeromaster. Vladimir Yakubov's armored cruiser Rurik started life as a Kombrig kit, but benefited from scratchbuilt masts, White Ensign brass details, ratlines from Nautilus and nylon panty hose rigging. Vladimir also turned a UM Models BA-2 into the first of what he says will be a half-dozen Soviet armored cars. Mike Burton knows that Roy Sutherland can't stand to see allied aircraft in captured German markings, so he finished his Monogram P-47D razorback as "Beetle," as flown by Zircus Rosarius. Mike's also completed his Polar Lights Robby the Robot, capturing the metallic finish of the real robot very well, and he's had a bit of fun with British armor, building up an Airfix M3 Lee and working on an Italeri Valentine. Finally, Mike's F-86 efforts continue with a 1:72 Hobbycraft kit built up in German markings and an F-86D from Airfix finished

as "Big Viv" as a gift to a similarly-named acquaintance, and he's added a Tamiya F-84G and an MPM Black Bullet to his stable of natural metal 1:72 planes. Gabriel Lee's 1:72 C-130 came from the Italeri kit; it will soon wear Venezuelan markings. Also in the colors of Venezuela are Gabriel's P-51D, built from the Italeri kit, and his T-27 Tucano built from the Premiere kit. Randy Ray says that lining up the photoetched propeller blades on his Verlinden German human torpedo was a real chore, but the detail of the multimedia kit is good.

Mark McDonald turned a collection of parts—the early Tamiya M4 hull and turret, Jordi Rubio barrel, AFV Club suspension, Academy M-36 wheels—into a very convincing Sherman IC Firefly. Roy Sutherland's conversion of the Tamiya 1:48 Mosquito B.IV into a B. XVI continued with the addition of a Cutting Edge cockpit given to Roy by Scott Battistoni. Mark Hernandez invested in a copy of Fisher Models' 1:32 F9F Panther, which he says is a very nice resin kit. Lou Orselli has a Special Hobby 1:48 Nardi NF.14 set aside as a future project, and he's currently converting a 1:144 Ju 88 into a Ju 88C-6, which will allow him to paint the fake glass camouflage used by these fighter variants. Ben Pada's Hasegawa Ki-84 was finished using Gunze-Sangyo paints and Aeromaster decals, and now rests on his first attempt at a base. Speaking of fine bases, Ron Wergin had a Zoave of a New York regiment from the American Civil War painted in all its finery on a nice, simple base. Ron also built the Hasegawa 1:700 offerings of the Japanese destroyers Matsu and Momi and outfitted them with brass railings and crewmen, and went to the other end of the scale spectrum to work on a 1:24 Airfix Spitfire Mk. I. Jim Lund has run into Chuck Yeager at a coffee shop on a few occasions, which occasioned him to build a model of the F-86F Yeager test-flew against a captured MiG-15 (and vice-versa). Ken Miller flew back from his successful trip to the airliner show in Columbus on a United 777, which inspired the markings on his Doyusha kit of the big airliner. Ken said the military modelers would be familiar with the paints used: gloss gull gray and Blue Angels blue! Ken's Airfix 747 suffered a split vertical fin during sanding, so he seized on the opportunity to fix the overly thick fin by sawing it off, correcting it and adding it again. Also complete is the second of the 727s in Ken's Aloha Airlines collection, a 737-400 from the Minicraft kit. Kent McClure's Space taxi is finished; it's the Monogram kit with lots of extras, including

graffiti and TWA markings. Kent also built up some robots for use in a game and finished them using Apple Barrel paints. Chris Bucholtz finally finished his 1:72 Tamiya Mosquito, completing the conversion to a big-gunned Mk. XVIII with a turned metal 57mm cannon from Armo intended for use on a Soviet anti-tank gun. Don Savage isn't too keen on German subjects, but he was impressed at his own efforts on Tamiya's Do 335 that he couldn't bear to paint allied markings over his lovely base paint scheme. Mike Ackerman has limited modeling space, so he's been building lots of 1:285 GHQ and CinC armor. These small metal kits have a lot of detail for their sizes. And the model of the month goes to... John Heck, who finished his Tamiya F-117 with stars and stripes markings on its bottom as supplied in the Cutting Edge decals sheet, then modified parts of the model to represent the pre-production machine that wore these markings. John added scratchbuilt struts to support the canopy and added bombs to the bomb bays.

In our club's "Out to Launch" contest, we had a number of truly amazing entries. Cliff Kranz built an Airfix B-29 as "Fertile Myrtle," then built the X-1 and

stowed it in the modified bomb bay of the bomber. Cliff replaced the wingtip test booms with needles to prevent breakage. Cliff also created an orbital Constellation by sticking a box-scale Connie on the booster and tank stack from a 1:200 Space Shuttle kit. Randy Ray almost finished his Trumpeter 1:32 SA-2, but it has so many decals he needed to slow down a bit and take his time. Randy painted the "Flying Telephone Pole" with Tamiya acrylics. Mike Burton used the Revell kit to build his Aerobee High sounding rocket, and he fought his way to the conclusion of Mach II's Coleoptere, which involved the construction of the launch trailer for the French VTOL. And the winners were: in third place, with his Revell Regulus II, was Mike Burton. Mike built the reusable wheeled version of the missile from the "History Makers" series kit. In second place, with a rocket-firing deHavilland Hornet, was Mike Burton again. Mike used the ancient Frog kit for this model. And in first place, with his diorama of an F/A-18 egg plane on the catapult, was Greg Plummer. Greg made the carrier deck and blast shield, and scratch built a hamster catapult officer to add a final touch of whimsy to his entry.

CONTEST CALENDAR

Saturday, March 27: **IPMS/Fresno Scale Modelers** will host the **Region 9 Convention and Contest**, to be held at the Fresno Air National Guard station (or, in the event of national defense conflicts, at an alternate site to be announced). For more details, visit the IPMS/Fresno web site.

April 17: **IPMS/Seattle** hosts **Spring Show 2004** at the Renton Community Center, 1715 Maple Valley Highway in Renton, Washington. For more information, call Jon Fincher at (206) 354-9682 or e-mail him at jfincher@hotmail.com.

Saturday-Sunday, April 17-18: **Tamiya/USA** hosts their **TamiyaCon** at the U.S. headquarters in Aliso Viejo. More information will appear at the Tamiya/USA website.

Saturday, May 1: **IPMS/Santa Rosa** will be hosting their annual **Model Expo**. More details to follow.

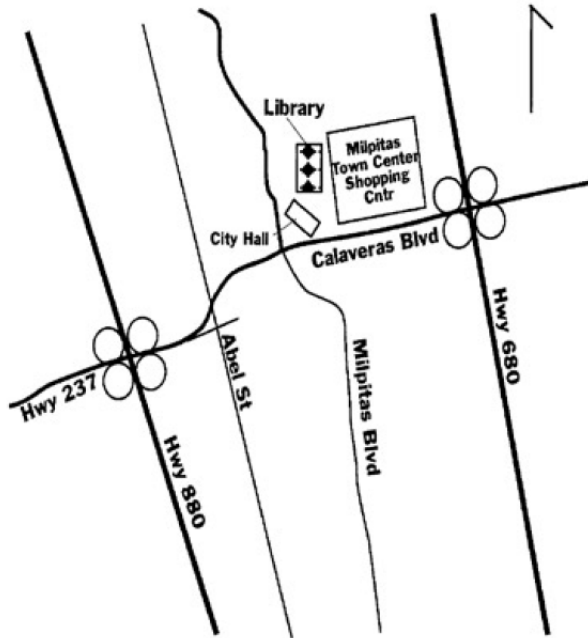
May 14-15, 2004: **IPMS/Las Vegas** hosts **The**

Best of the West IX at the Imperial Palace Hotel, 3535 Las Vegas Blvd. South, Las Vegas, Nevada. For more information, call Warren Pratt at (702) 871-6797.

Saturday, May 22: **IPMS/Fremont Hornets** will be debuting their **Tri-City Spring Classic** at the Newark Community Center, 33501 Cedar Blvd. in Newark, CA. For more information, contact Mark Schynert at mass22@earthlink.net with the words, "Tri-City Contest" in the subject line.

June 12, 2004: **IPMS/Lt. Alexander Pearson Modeleers** present the **Region 7 Regional Contest** at the Pearson Air Museum, 1115 E. 5th, in Vancouver, Washington. For more information, call Larry Gaye at (503) 249-7276 or e-mail him at light.man@verizon.net

October 16, 2004: The **IPMS/Redding Dambusters** host their **model contest**. The theme is "Testing, Timing and Records." More information will be posted as it becomes available.



Next meeting:
7:00 p.m.,
Friday,
March 19
at the Milpitas Public
Library
40 N. Milpitas Blvd.
For more information, call the
editor at (408) 732-3995
email: bucholtzc@aol.com



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If your renewal date is in red, it's time to pay your dues!

SUPPLEMENTAL

Greg Plummer supplied these excellent drawings on the construction of his CTO that did not make it into the print version of the news letter.

**'64 "CTO" body modification
diagram from Monogram '64
GTO kit by G Plummer**

