SILICON VALLEY SCALE MODELERS

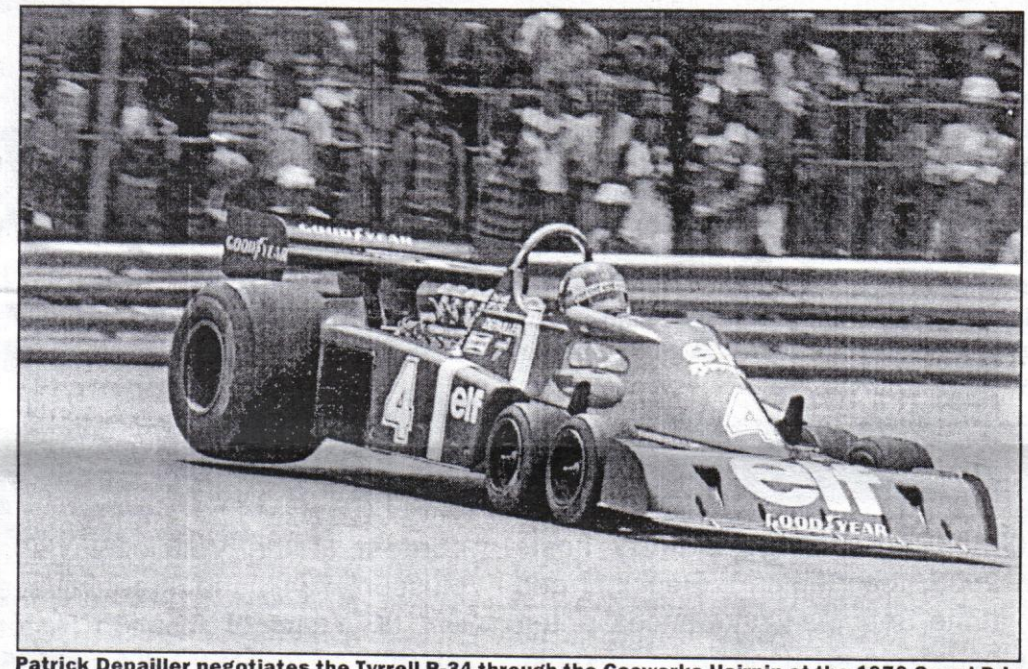
THE STYRENE SHEET

Vol. 37, No. 7 www.svsm.org October 2003

Formula 1 on 6 wheels: the Tyrrell P.34

By Bill Abbott

There are a lot of oddballs in the world and a surprising number of models of them. All must have seemed like a good idea to somebody. Some see success (F-117A, Schwimmwagen, VW Beetle, Lunar Module), some see production but live in love it/hate it controversy (BD-5, P-39, Corvette Grand Sports, Corvairs) some are failures, (He 177, Boeing 2707 SST), some are evolutionary dead-ends (STP Indy Turbine Cars, Martin-Baker MB-5, Convair *Sea Dart*) And then there's the queen of the oddballs, the Tyrrell P-34 Six Wheeler.



Patrick Depailler negotiates the Tyrrell P-34 through the Gasworks Hairpin at the 1976 Grand Prix of Monaco. The unorthodox cars took third in the constructor's points in 1976 and sixth in 1977.

The mid-1970s were a wild time in the world of Formula 1 automobile racing. Big money was in and professional teams like Ferrari, McLaren, Brabham, and Lotus were as sophisticated as anyone knew how to be, but a private enthusiast with Formula 2 or Formula Ford experience could still buy last-year's car from many teams and try to qualify it using their friends as pit crew. Ford-Cosworth DFV V8s were ubiquitous, and victorious. Lotus, Matra/Tyrrell and McLaren won the world championship 8 years in a row with DFVs, and they could be had for reasonable sums along with spares and support.

Ken Tyrrell once said that the reason for Jackie Stewart's world championships was easy to understand: the best driver, with the best tires, the best engine and the best car. But Stewart's retirement and second driver Francois Cevert's death, both at the end of the 1973 season, knocked away the first of those supports under the Tyrrell team.. New hires Jody Scheckter and Patrick Depailler were willing and able, but not as good as competitors like Emerson Fittipaldi or Niki Lauda. Firestone withdrew from all forms of racing in 1974, leaving everyone in Formula 1 on Goodyear tires. And almost every team except Ferrari had a Ford-Cosworth engine. The only practical way for Tyrrell to win races, then, was a vastly superior car. Tyrrell Chief Engineer Derek Gardner set out to build one.

The idea Gardner settled on "was to minimize induced drag by reducing lift at the front and to turn that small gain into the ability to enter and leave corners faster. It was a matter of trading down force for cornering power, and it seemed to work."

"Tires stuck out in the airstream generate lift, so one has to counteract that by adding down force. If one can reduce lift it gives you extra effective down force to play with."

From 1971's 003 onward, Tyrrell's F1 cars had featured a thick, half-ogive nose that curved up from the road to the top of the bodywork. For the top-secret P-34 project, Gardner fit the front tires entirely behind the maximum 1.5 meter width of the nose. A streamlined fairing filled the low-pressure area behind the front tires and rose smoothly to the rear tire on each side. Goodyear wouldn't commit to the smaller rims Gardner had first wanted, but agreed to supply tires for 10-inch rims. With a narrow track and small contact patch, two small front tires couldn't turn or brake the P-34 as well as normal front tires on a normal car, so a second pair were added.

Other than duplicated, small sized front suspensions, the P-34 followed Tyrrell's usual practices. The riveted, sheet-aluminum monocoque (French for "single shell") ended at a

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

EDITOR'S BRIEF

The editor is very pleased to present this month's cover story, which is in keeping with October's club contest, "Oddballs." The editor clearly remembers the P-34 six-wheelers and the derision they received when they first appeared in 1976. When they finished one-two at the Swedish Grand Prix, Tyrrell was somewhat vindicated, but time and technology passed them by and a rules changed ensured we would never see their like again.

The editor builds nothing but 1:72 planes today, but in those days of yore he took a shot at the Tamiya 1:20 scale P-34 and several of its competitors. That's what many modelers do in their younger years—build different subjects until they decide to narrow their focus. Years later, one of these cast-off subjects may come back and the more mature modeler will have more fun with it than he had as a youngster.

Another approach is to revisit the same general subject with a twist. That's what Barry Bauer is doing with his *Corsair* series. He started several year ago by building an XF4U-1, and now he's added an F4U-1A. With each project, Barry's picking up more ideas about how to build a U-Bird (as he must have done with his vast *Spitfire* collection).

Then you have the specialists, like Vladimir Yakubov, who excels in Russian ships and Russian tanks. His specialty is good and broad, however, so that he can use similar gun turrets on different ships, or the same machine guns on different military vehicles.

That's one of the good things about the hobby: you can enjoy it on your own terms. It's also one of the good things about our club; people allow you to enjoy what you build and how you build it. You can superdetail it or you can put it together out of the box, if you wish; the common thread is that we all strive for realistic models and we're all willing to help each other enjoy the hobby more. Some clubs do not have this ethic, and it's too bad.

In local news, you'll note that the Fremont Hornets will be holding a contest in May 2004—their first in almost 10 years. Other events are coming up atthe end of this year, and if you have A.M.S. these are always a great antidote and a source of inspiration. The editor also serves as Regional Coordinator, and he's proud to say that the first Region 9 Qualified Judge is our own Mike Burton, who never fails to offer his talents as a judge regardless of the venue. Hopefully, other SVSM'ers will be earing the award soon; John Heck has designed a beautiful badge that these judges may wear proudly. We have the best judges in the nation, according to many who have experienced contests at the national level and in other regions in the country, and it is because of volunteers like Mike that we can make that claim.

Finally, thank you for the many submissions to the Styrene Sheet we have received. It makes the editor's life easier. Keep them coming!

—The Editor

CONTEST CALENDAR

Oct. 19, 2003: **IPMS/Orange County** hosts **OrangeCon 2003**, the Region 8 Regional and Convention, at the Sequoia Conference Center, 7530 Orangethorpe Ave. in Buena Park, California. For more information, call Nat Richards at (949) 631-7142 or e-mail him at ocipms@aol.com.

Nov. 1: The **Antelope Valley Group** hosts **Desert Classic VII** at Antelope Valley College, 3041 West Ave. K in Lancaster, California. For more information, call Michael Warman at (661) 256-7069 or e-mail him at michael.warman@imco.com.

Nov. 15, 2003: **IPMS/Silver Wings** hosts its **annual contest** at the Joseph Kerr Middle School, 8865 Elk Grove Blvd., in Elk Grove, Calif. Special theme awards for Hawker Hurricanes and T-34 Tanks. For more information, e-mail Scott Bell at SnJmodprods@aol.com or call him at (916) 428-7217.

Dec. 6, 2003: **IPMS/Mt. Diablo** hosts its **model contest** at the Vallejo Naval and Historical Museum, 734 Marin Street in Vallejo. The theme is "100 Years of Aviation History." For more information, contact Bill Nist at (510) 672-7154 or by e-mail at nistisus@aol.com.

Feb. 22, 2004: **Silicon Valley Scale Modelers** host the eleventh annual **Kickoff Classic** at Napredak Hall, 770 Montague Expressway, San Jose. The theme is "Stars and Stripes." For more information, call Chris Bucholtz at (408) 723-3995.

March 27, 2004: **IPMS/Fresno Scale Modelers** 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. More details to be announced.

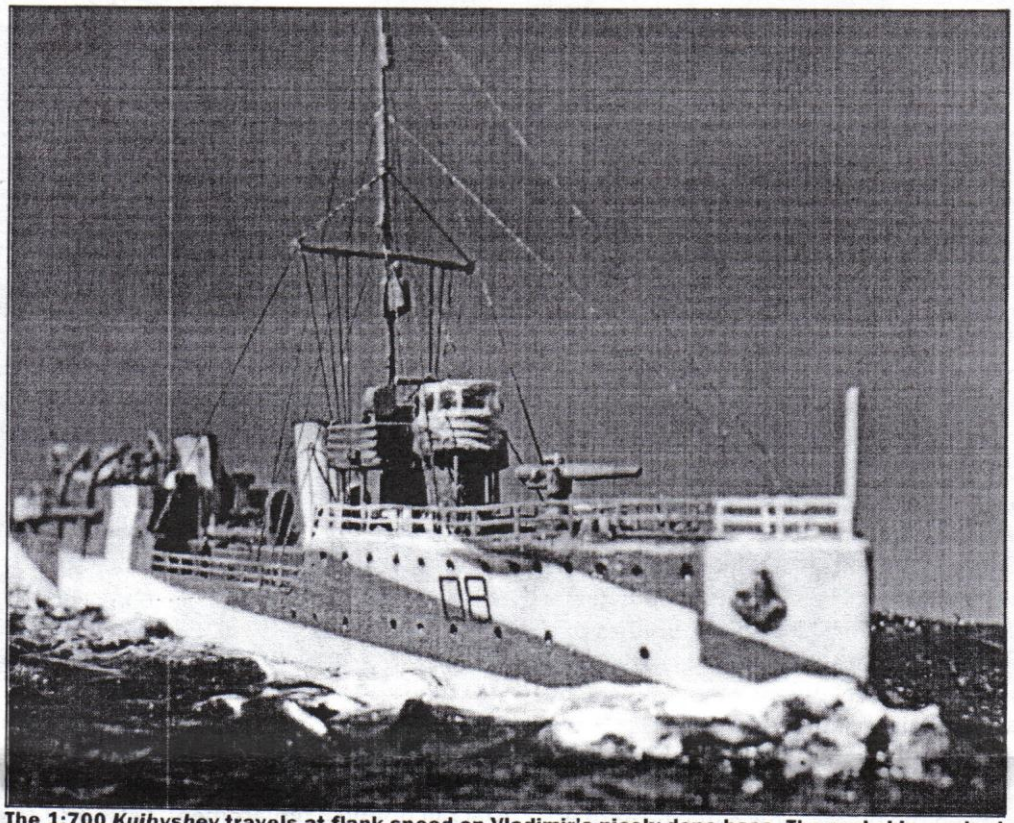
May 1, 2004: **IPMS/Santa Rosa** hosts **Model Expo 2004**. More details to be anounced.

May 22, 2004: **IPMS/Fremont Hornets** hold their **2004 model contest**. More details to be announced.

Kombrig s 1:700 destroyer *Kuibyshev* in its 1943 fit

By Vladimir Yakubov

In 1911, the Imperial Russian Navy laid down a large destroyer that proved to be as revolutionary for the World War I era as the U.S. *Fletcher* class destroyers were for World War II. In 1913, that destroyer, the *Novik*, was commissioned. At the time, it was the fastest and most heavily armed destroyer in the world. *Novik* was armed with four very powerful 4-inch/60 caliber guns and eight 18-inch torpedo tubes and reached 37 knots on trials, making it the fastest warship in the world at the time. The Russian navy immediately realized it had an excellent warship on its hands, and between 1912 and 1915 no less than 53 destroyers based on *Novik* were laid down. They were not copies of *Novik*, but were laid down in seven series that had slight differences in dimensions, speed and armament.



The 1:700 *Kuibyshev* travels at flank speed on Vladimir's nicely done base. The real ship marked a milestone in destroyer design.

One of these destroyers was a Series III *Novik* type or *Gavriil*-class destroyer, *Kapitan Kern*. The ship displaced 1260 tons, was armed with four 4-inch/60 caliber guns and three triple 18-inch torpedo tubes, and enjoyed a top speed of 32 knots. She was laid down in St. Petersburg at the Putilov factory on 21 November 1913. Work progressed quickly and the ship was launched in August 1915. However, Russia lagged in the manufacture of high-speed turbines, which often had to be ordered from overseas (some of which were made in Germany and actually went on to power German half-copies of the *Novik* class, the V97 class). With the advent of World War I many of them were delayed or not delivered at all, which caused the work on many of the new ships to stop. Unfortunately, the same fate awaited *Kapitan Kern*. The work on her stopped and she was abandoned in the fitting-out basin.

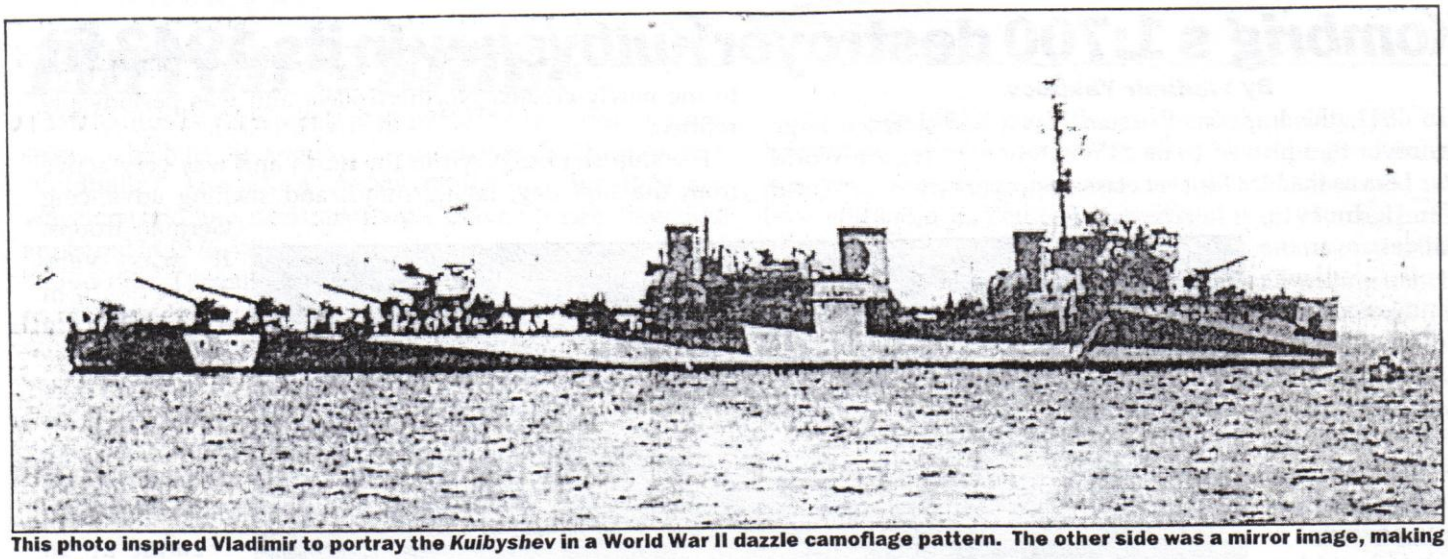
The ship got new life when in 1925 it was inspected by the new Soviet government, which found that the hull was sound and could be finished to fill out the ranks of the growing Soviet Navy. At the same time the ship received its new name, *Valerian Kuibyshev*, a political leader of the Red Army and one of the important ministers in the Soviet government. The ship was finally commissioned in 1927. In 1933 it was transferred to the newly created Northern Fleet and was periodically refitted.

The ship started WWII in the north and was very active from the first day, laying mines and shelling advancing German troops. It was very active in escorting convoys, but due to its short range could not escort them all the way to England. Its range was only 1720nm at 16 knots, so most of the escort missions involved taking over escort from the allied warship close to Murmansk. During one such mission in February 1942, the explosion of a mine damaged the ship, and it spent next three months being repaired. In June 1942 it took part in the fruitless attempts to rescue convoy PQ-17 (which lost 23 ships out of 36 that set out for Murmansk). In November 1942 *Kuibyshev* took part in the rescue of the crew of destroyer *Sokrushitelínyi*, which broke up in a storm. In terrible weather, 176 people were rescued by *Kuibyshev*. In August and September 1943, the ship was refitted with sonar and extra AA guns. By that time the ship's displacement reached 2020 tons, while its maximum speed had dropped to 28 knots. Anti-aircraft armament was increased to two 45mm/68 21-KM guns, two 37mm 70-K guns, two 20mm Oerlikons and three 12.7mm DShK machine guns.

The ship was very active escorting both Soviet and Allied convoys until almost the last day of the war. During that time, the ship shot down several German aircraft and attacked several German U-boats, although none of these were confirmed sinkings.

The veteran ship continued to serve until 1955 when it was converted to a test ship and then scrapped in 1956.

One of the latest *Kombrig* releases, WWII *Kuibyshev* has 42 excellent resin parts. As customary with *Kombrig*, the small details are nearly flawless. Guns, ship's boats, bridges and ventilators are flawlessly cast with very little flash and no air bubbles. Unfortunately the hull is pretty badly disproportioned for such a distinctive ship. This oversight is surprising considering that the plans are available—indeed, they are actually included with the kit! Comparison of the

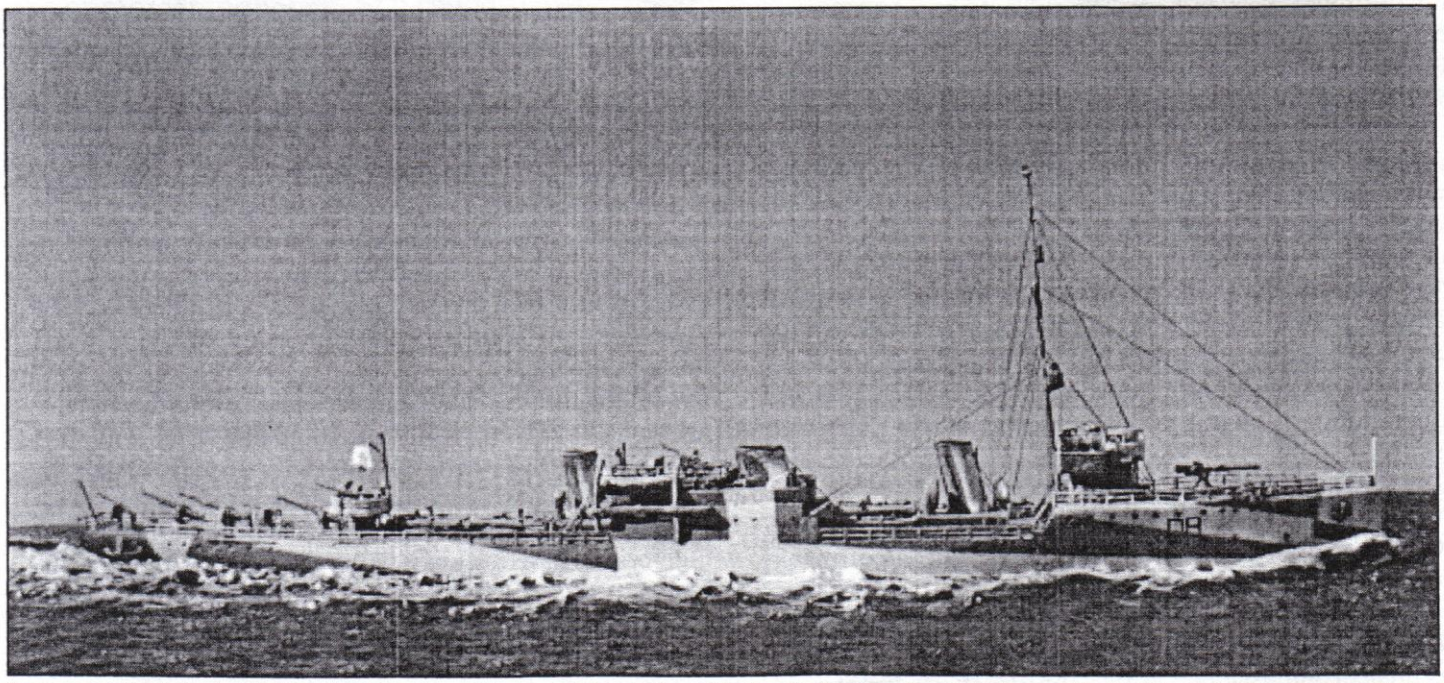


This photo inspired Vladimir to portray the *Kuibyshev* in a World War II dazzle camoflage pattern. The other side was a mirror image, making painint somewhat easier.

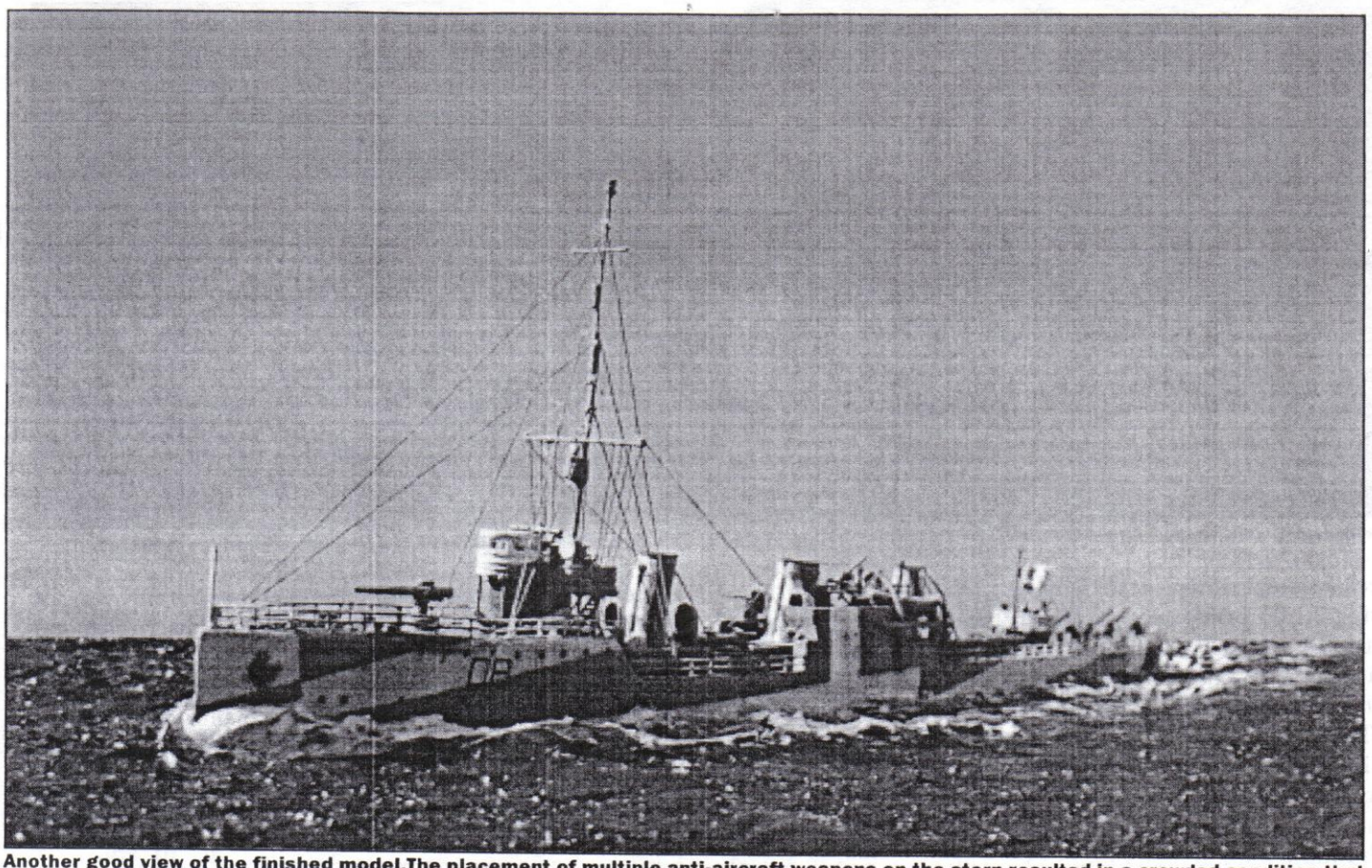
provided *Kuibyshev* hull to that of *Kuibyshev*'s WWI sister ship *Azard* and attention to the kit-supplied plans show where changes are needed. There are two main problems with hull. While the length is correct, it is 1.5mm too short in front of the forward superstructure and 1.5mm too long at the stern. The second problem is that the hull is 2mm too wide in the middle. This discrepancy starts from the step behind the forecastle and extends all the way to the stern. While 2mm would not be very noticeable on a battleship, the slim, long hull lines of a destroyer make it very pronounced. Fortunately, the hull problems, while annoying, are relatively easily solved by anyone with moderate modeling skills.

To solve the hull's profile problems, I cut off the bow just in front of the forward superstructure and inserted a 1.5mm piece of styrene in between the pieces. This gave the bow the correct length and made the superstructure seem more proportional with the rest of the hull. Now, however, the ship was roughly 1.5mm too long. Fortunately that length came straight off of the stern. After shaving it, the profile of the ship was just right. That left the problem of the extra width. The actual ship was 9.34m wide, but the kit scales out to 10.5m wide, which is quite noticeable. To cure this problem, I used a Dremel tool to shave approximately 1mm from either side of the ship, starting from the end of the forecastle to the stern of the ship. After sanding the hull and using putty to fill the dents left by the Dremel, the hull was nearly ready to go. The long, thin superstructure sides in the middle of the hull were sanded down while narrowing the hull but were built up again using 1mm styrene glued from the inside. The forward gun platform is about 1mm too wide, so I shaved a little off both sides. The forward bridge is cast integral with the conning tower but is slightly too small and should have been open at the back. I therefore removed the bridge and planned to scratchbuild a replacement. I also added smoke stacks and photoetched doors as I usually do and was ready to paint.

I chose to finish the ship as it appeared in mid-1943, since I had a relatively clear photo of the ship in that camouflage scheme and I really liked it. At the time, the ship was

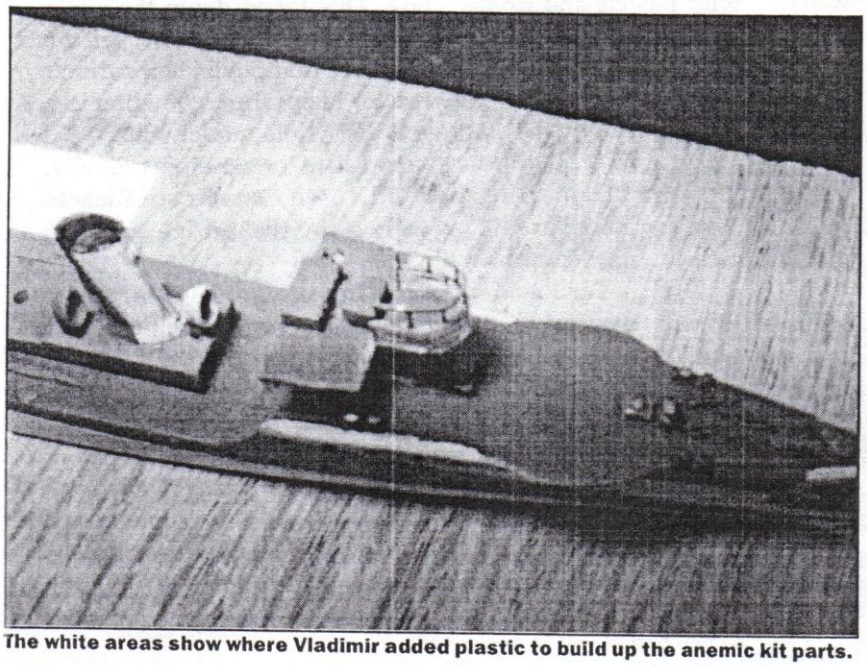


Compare this photo to the image at the top of the page. Careful masking and advance planning allowed Vladimir to paint the dazzle scheme.



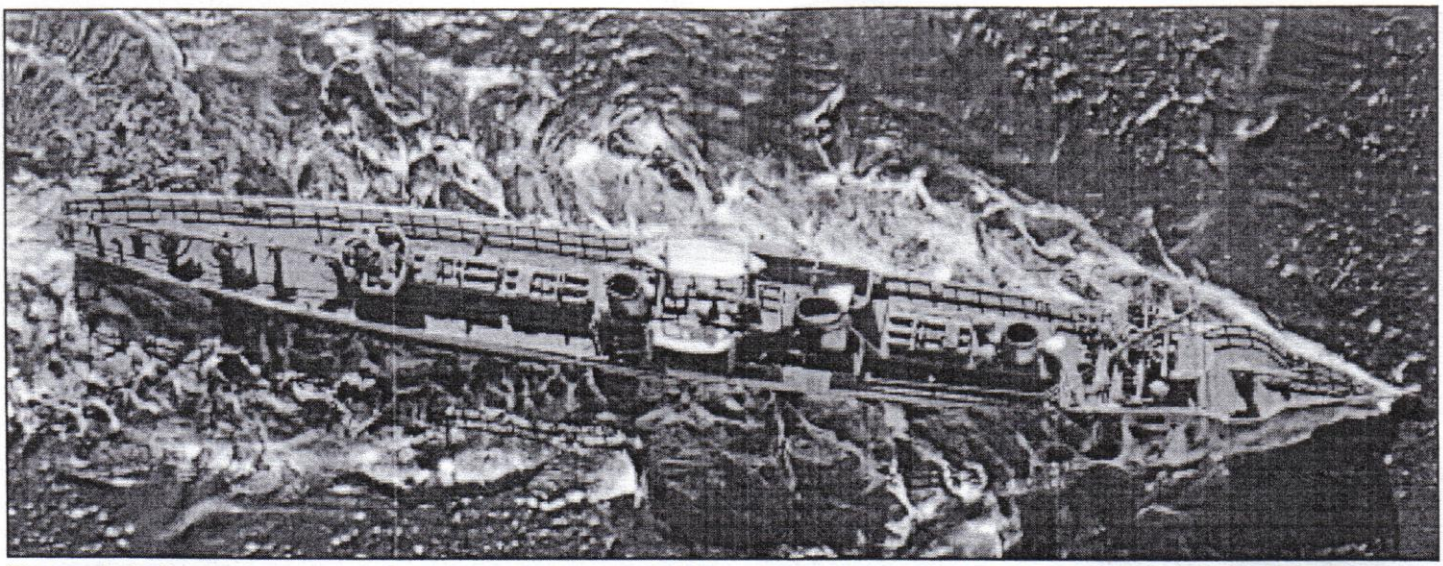
Another good view of the finished model.The placement of multiple anti-aircraft weapons on the stern resulted in a crowded condition that was solved by stowing them with the barrels of forward guns placed over the breeches of the after guns.

camouflaged in dark gray and white (or very light gray) splinter camouflage. I saw a similar undated photo of the opposite side of the ship carrying identical camouflage, so I decided to paint both sides of the ship with nearly identical camouflage. I first painted the deck and the sides dark gray. I then drew the camouflage scheme on a profile of the ship scaled to the model's size. Using that drawing, I cut out the necessary patterns from masking tape and applied them to the ship. Before spraying the white, I deliberately did not completely clean the airbrush so the white came out looking dingy, uneven, and dull. After necessary touchups, I applied a wash of *Black-It-Out*, a water-soluble ink-like liquid. After it dried, I wiped off the excess with a Q-tip and a stiff brush, leaving it in the recesses to add texture. As a final step, I drybrushed the hull and touched up where necessary. Finally I was ready to add the small details.



The white areas show where Vladimir added plastic to build up the anemic kit parts.

I had decided to scratchbuild the forward bridge because the kit bridge is both too small and closed on the back. The bridge sides of the real ship were made of canvas-covered railings. To model this, I installed the railings and then filled the spaces between them with thinned-down white glue. As the glue dried, it settled in between the railings, forming a textured surface that looks just like railings with sagging canvas draped over them. It is slightly exaggerated but looks good once drybrushed. Then, to make the bridge windows, I took a piece of 1:350 ladder, bent it to shape, and glued it on top of the railing. I scratchbuilt the bridge instruments and the roof. All of the bridges on the kit have solid splinter shields around them, but on the actual ship the bridges were framed with canvas-covered railings. So I cut off the splinter shielding, glued on the railings, and used the same white glue trick to simulate the canvas. The amidships superstructure includes accurate solid splinter shields, but as the hull was narrowed, the boat



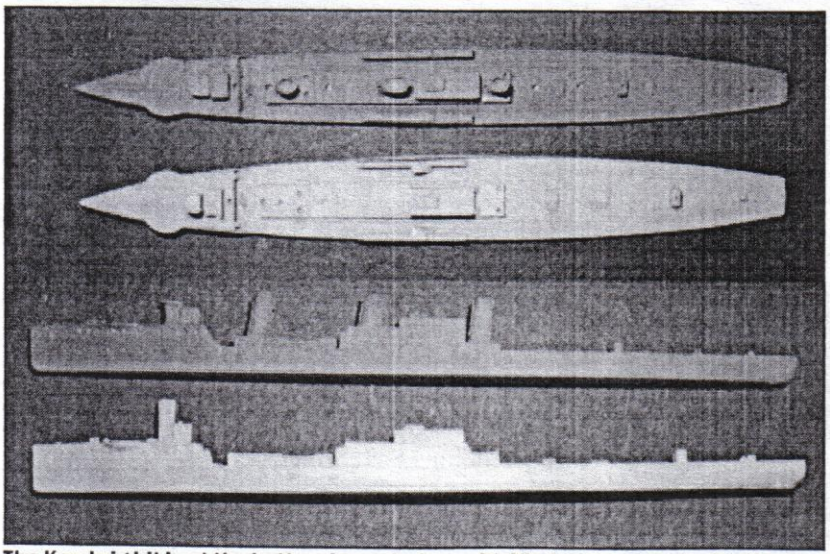
The crowded after deck and torpedo tubes are clearly visible in thisJu 88's-eye view. Not the fine work Vladimir did on the railings.

deck was cut down, destroying the shields. I rebuilt them using ALPS printer paper, which has the consistency and thickness of 0.005 plastic but is stronger and easier to work with. Finally, I used miscellaneous photoetched parts from *White Ensign Models* (*WEM*) and *Tom's Modelworks*.

The next big step was constructing the armament. While the ship was old, it was literally covered with weapons. The kit includes four very nicely molded 4-inch guns, one 3-inch AA gun and four 37mm AA guns. The 3-inch gun would be useful if building the ship in its 1927 to 1940 fit, but it was removed in 1941. *Kombrig*'s instructions say that in 1944 the ship carried four 37mm guns. While it is very possible that this is accurate (the information on *Noviks* in their WWII fits is extremely limited), other sources in my library give the armament of the ship from 1943 to 1944 as two 45mm guns, two 37mm guns, two 20mm guns, and three 12.7mm DShK machine guns. I used two of the kit's 37mm guns. Two 45mm guns were not present in the kit, so I scratchbuilt them using brass rod and gun shields made from ALPS paper. The 20mm guns came from *Tom's Modelworks* set. The 12.7mm guns came from modified German 20mm guns from a *WEM* set. The stern of the ship was extremely cluttered with guns (eight guns of four different calibers in the space of 25 meters), so the only way for the 4-inch guns to fit was to elevate them over each other and other guns. Therefore, I cut them just above the base and re-glued them in the elevated positions. The three triple 18-inch torpedo launchers are well cast but very plain with no surface detail, so I enlivened them with stretched sprue. When installing the torpedo launchers, be careful. The *Kombrig* drawings show them all facing backwards, but the photos that I have show the forward mounts facing backwards and aft mounts facing forward. Consult your references.

The masts present a problem. The three photographs that I have of the ship in WWII don't show the aft mast, and the one photograph that might show it is of very bad quality. Since I was using that photo, and *Kombrig*'s plans showed it, I decided to add it to my model. The platforms on the forward mast in *Kombrig*'s plans did not correspond to the photo; I went with the photo for my scratchbuilding. Masts were scratchbuilt from brass rod, and pantyhose threads were used for rigging. I used a Soviet flag provided by Duane Fowler.

Once everything was constructed, I weathered the ship with pastels and drybrushing. This toned down the white stripes even more and made the ship look used. However, the available references show that Soviet ships didn't look very weathered, so I kept the weathering to a minimum. I sprayed the whole model with *Model Master* Dullcote to cover all of the glue spots. Finally, after the Dullcote dried, I used *Micro* Kristal Klear to glaze in the windows on the bridge and the illuminators in the hull.



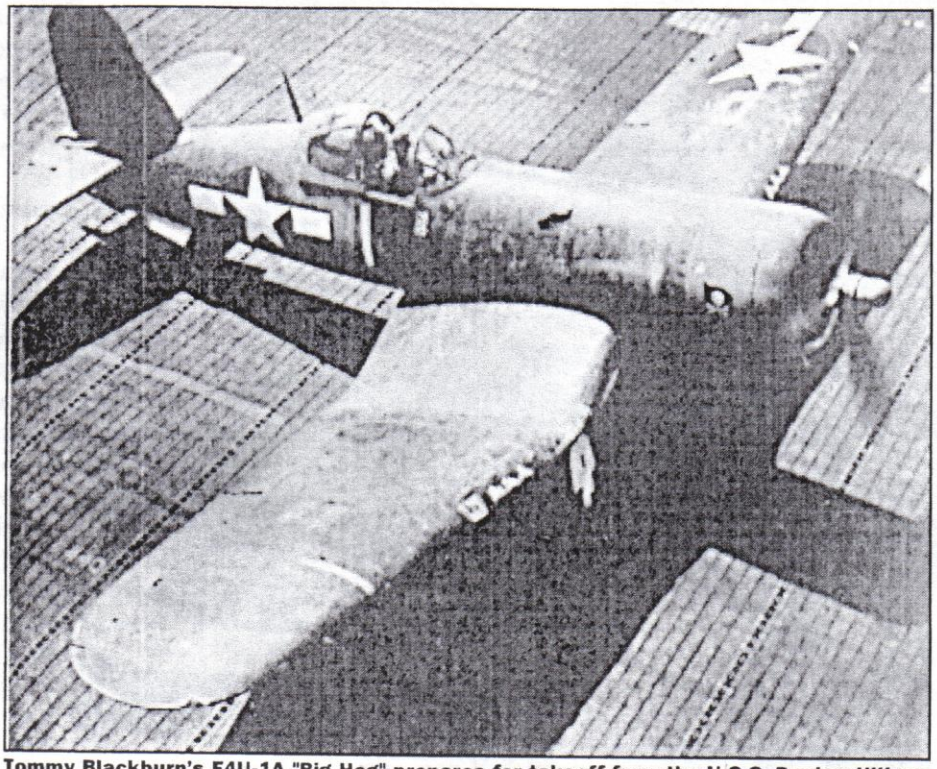
The Kombrig kit is at the bottom in each view, with Vladimir's corrected hull at the top. Note how he has changed the beam and the position of the bridge.

This kit fills a big void in the kits of Russian/Soviet destroyers, and if you are interested in either WWI or WWII Russian destroyers, I recommend this kit. Unfortunately, if built as is, the proportions of the hull would make the ship look subtly wrong, so I recommend fixing the hull problems. The small details are well done. Some of the AA guns are missing, but these are easily replaced with photoetched aftermarket products. Overall, I would recommend this kit to any experienced modeler who is interested in WWII DDs or Russian/Soviet ships.

Building a 1:72 'Jolly Rogers' F4U-1A *Corsair*

By Barry Bauer

The operational career of the *Corsair* began in February 1943 in the skies of the South Pacific above the Solomon Islands. The first unit to receive the new aircraft was Marine Corps squadron VMF-124. After working up on the type stateside throughout the fall of 1942, the unit was declared operational and sent to the Pacific in January 1943. From their base on New Georgia, they first went into combat on February 12. Among the pilots of this premier Marine Corps *Corsair* unit was Lieutenant Kenneth Walsh.

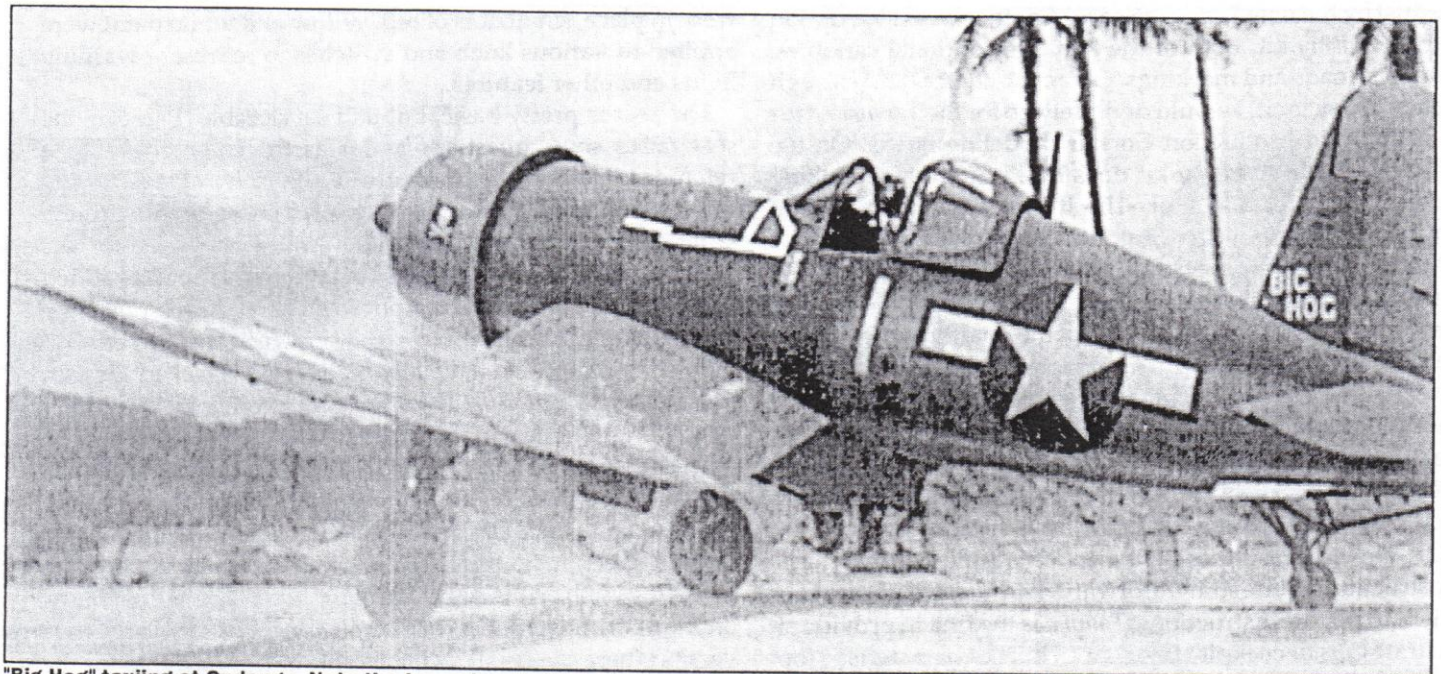


Tommy Blackburn's F4U-1A "Big Hog" prepares for takeoff from the U.S.S. *Bunker Hill* on Nov. 11, 1943 in an operation that saw VF-17 provide air cover for a U.S. task force, refuel aboard, and return to New Georgia.

Initial combat operations in the new fighter were uneventful as Japanese activity was minimal in the immediate vicinity. This state of affairs would not last for long. As the unit gained experience flying combat patrols the pilots' confidence in their abilities and *Corsairs* quickly grew. They soon realized that they held a considerable speed advantage over the Zeros and "Oscars" they met most frequently in the air.

The first operational Navy fighter squadron equipped with the F4U was VF-17. They were soon nicknamed the "Jolly Rogers" because of the skull and crossbones insignia adopted by the squadron. The unit completed its carrier qualifications in May of 1943 and was immediately shipped out to the Southwest Pacific Theater of Operations to take part in the final stages of the Solomons campaign. Because of continued misgivings on the part of BuAer concerning the F4U's carrier handling traits, the squadron was assigned to shore bases in the combat zone on New Georgia. This would be their home for the next 14 months.

The conditions at the airfields used by the *Corsair* units at this point in the war were often primitive. The runways and revetments were either crushed coral, which had to be wetted



"Big Hog" taxiing at Ondonga. Note the tape ahead of the windscreen and the patches below the number 1 on the side; these covered holes made when fellow VF-17 ace Rog Hedrick mistakenly fired on his CO's plane as it emerged from a cloud.

at regular intervals to keep down the dust, or pierced steel planking that required constant maintenance to prevent tire damage. Ground and aircrew lived in tents around the airfield perimeter while aircraft repair and maintenance was done under open skies in the revetments. In those early days the only permanent structure on the whole base was the operations and control tower building. Under these rough conditions the men and machines of the Jolly Rogers began to develop the skills necessary to defeat the forces of Imperial Japan and take the war back to the Home islands. It was this pioneer *Corsair* group that inspired me to build yet another F4U for my collection.

The placement of the Jolly Roger in this shot is typical for all VF-17 *Corsairs*.

Building an early or mid-production version of an operational *Corsair* in 1:72 is fairly straightforward using currently available kits. *Hasegawa*'s dated but still quite acceptable birdcage-canopied F4U-1 is a good starting point for an early, shore-based Navy or Marine Corps subject. However, their F4U-1A/D has been left in the dust by the new *Tamiya* release. Another workable option is the *Academy* kit. Both of the kits offer optional canopies, ordnance loads and markings. Given the choice (and enough money to pay for it) I would definitely go for the *Tamiya* kit for all of my mid-production Corsair modeling needs. On the other hand, the *Academy* kit does build into a nice looking representation of a -1A or -1D. It also provides a decent depiction of the Brewster centerline bomb rack.

Modeling a mid-production F4U-1a from the *Tamiya* kit is a straightforward exercise in model assembly. Upon opening the box, I was immediately aware of the quality of the kit. The well-molded sprues in light gray plastic have all the features we expect of the latest generation of models from one of the leading kit manufacturers. The finely engraved panel lines, the thin wing trailing edges, the crystal clear canopy and the attention to detail all reflect the standards of design and production that today's modelers have come to expect.

OK, enough kissing up to *Tamiya*. Let's build a *Corsair*! Basic construction is quite straightforward. I started with the interior build-up per the instructions. *Tamiya* is the first to provide an accurate *Corsair* cockpit "floor" in 1:72. The characteristic foot troughs are well represented, as are the side consoles, instrument panel, seat and controls. There is some detail included on the cockpit sidewalls. I painted the visible portions of the fuselage interior chromate green. The area under the cockpit is hardly visible after everything is installed. But, hey, if you don't paint down there, some yahoo at a contest is sure to spot it using his handy-dandy Mr. Proctoscope while judging. (The opinions expressed here are the views of the author, and not necessarily of the editor.) After this was dry I gave the whole area a wash of dark gray-green to increase the apparent "depth" of the detail. The foot troughs and rudder pedals were also painted and then given a dry-brush highlight using *Model Master* non-buffing aluminum to portray the normal scuffing those areas exhibit on the real F4U.

The instrument panel and side consoles were painted black and then dry-brushed with light gray. The joystick received a chromate green and black paint job and was then planted in its locating hole at the center of the "floor." After these parts were in place, small dots of red, yellow and white paint were applied to various knob and switches to represent warning lights and other features.

The seat is pretty basic, but still serviceable. Painting the seat raises some questions as far as the color goes. Some references call for a medium green rather than the chromate green used in the rest of the interior. I chose to go with the latter color for personal reasons I'd rather not go into. The seatbelts were made from strips of paper with buckles added from small pieces of wire and photo-etch fret scraps. I "soften" up the paper by rolling the paper between my fingers and then shaping it to lie naturally on the seat. I tacked them in place using white glue. If I were going to leave the canopy open I might have used photoetched belts.

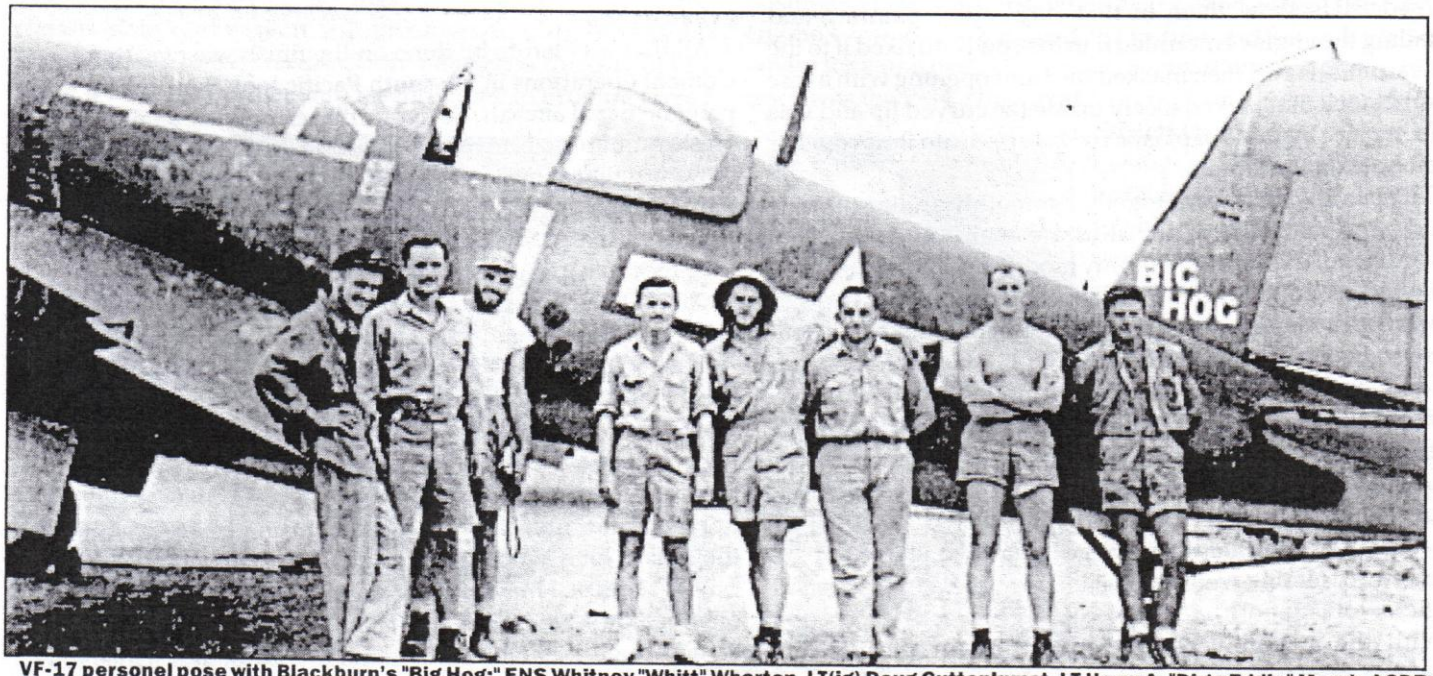
The last touch is to paint and install the kit gunsight. This is provided as a clear part to represent the glass reflector panel. One need only paint the main body flat black and the bracket interior green. One could easily spruce it up by adding the adjusting knob on the right side of the body. The sight mounts on the instrument panel shroud. If you choose to do a "-1D" version there are small switches and indicator lights for the external stores on the instrument shroud that should also be

added at this time.

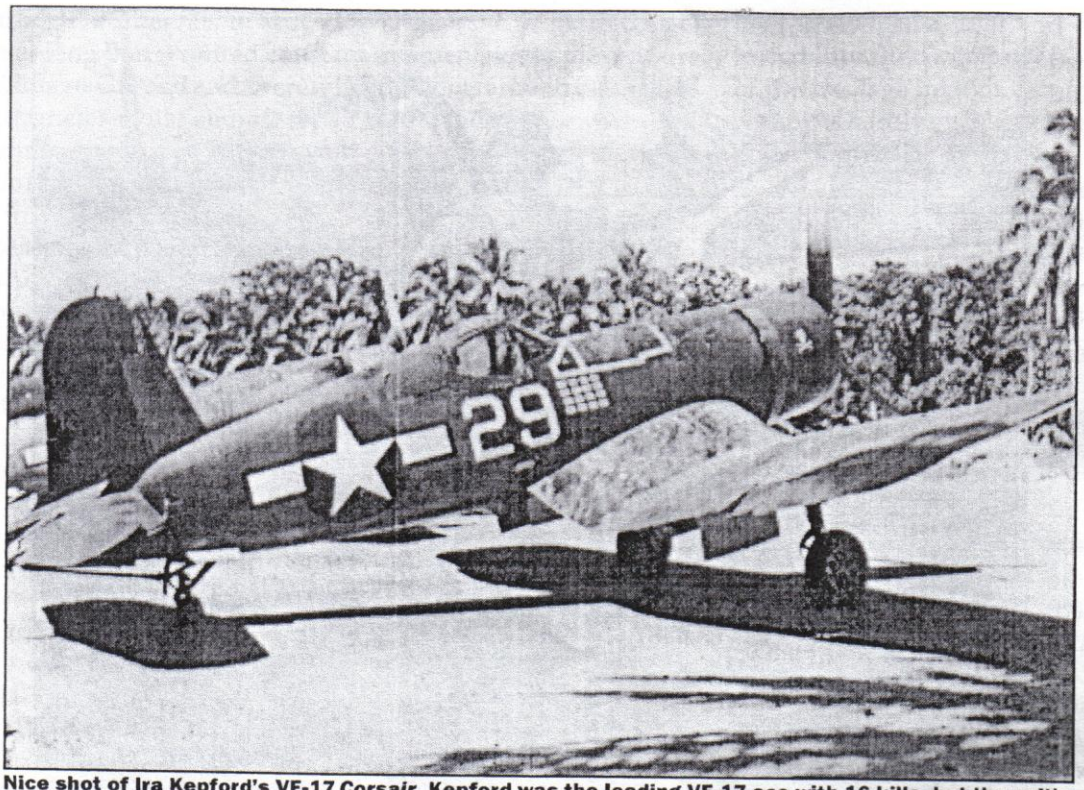
With the interior complete, I mated the fuselage halves together and bonded them using Tenax. When the glue was thoroughly set, I cleaned up the seams using a scraper and sanding sticks. With that done, I glued the windscreen in place and filled the small gaps using *Krystal Kleer*. When this had dried I filled any remaining irregularities with superglue and sanded them smooth. Next, I tacked the canopy in place using *Krystal Kleer*. I then masked over both windscreen and canopy in preparation for painting the exterior of the model. I attached it with Krystal Kleer in order to be able open up the canopy after painting was completed.

The wings went together quite easily with the main spar sections trapped between the wing halves forming the front of the main wheel bays. This is a nice touch by *Tamiya* to close off the area as in the original aircraft. Next came the leading edge oil cooler/carburetor intake scoops. These took a little bit of care to align them correctly, but after a touch with the sanding stick they looked to be integral parts of the wings. A word of warning: Do not sand off that little wedge on the leading edge of the starboard wing! It represents thousands of man-hours of intensive aeronautical research on the pert of Vought and NACA. It is a spoiler precisely positioned to cause the starboard wing to stall at the same time as the port wing. This enabled the *Corsair* to finally be accepted by the U.S. Navy for carrier operations and to remove it would not only make the model less accurate but would also be a terrible disservice to those who worked so hard to make it the incredible success it became in Navy service. (Stepping down from his soapbox, the author regains his composure and continues in a calm manner.) With that done the wings were mated to the fuselage and glued in place with liquid cement. Once again, the fit was excellent. I didn't have to use any filler for the wing join. I decided not to attach the two wing pylons for the late-style drop tanks as I planned to finish this *Corsair* in the three tone scheme from early to mid 1944 and that type of tank didn't come into use until later. Instead I planned to make a factory-designed centerline drop

11-kill ace Blackburn in his *Corsair*. Blackburn rose to the rank of admiral, commanded the U.S.S. *Midway*, and retired to raise wine grapes in the Napa Valley.



VF-17 personel pose with Blackburn's "Big Hog:" ENS Whitney "Whitt" Wharton, LT(jg) Doug Guttenkunst, LT Harry A. "Dirty Eddie" March, LCDR Tom Blackburn, LT(jg) Tom Killefer, ENS F. James "Big Jim" Streig, Vought representative Dr. Lyle Herrmann and Cpl. Jim Taylor.



Nice shot of Ira Kepford's VF-17 *Corsair*. Kepford was the leading VF-17 ace with 16 kills, but the unit's tally was far higher: 150 in just a few months of combat.

tank. Finally, the horizontal tail surfaces could be attached to complete the major airframe assembly process.

This left only the cowling and engine assembly to build. *Tamiya* provides a nice representation of the mid-production Pratt and Whitney R-2800 engine used in the Corsair and is usable "as is" or one could spruce it up with some additional detail like a separate wiring harness. I chose to go O.O.B. with it. I like Tamiya's feature of having a soft plastic ring trapped between the cylinder banks to retain the propeller to be mounted after painting and decaling. The cowl itself is offered in two configurations: with the cooling flaps open or closed. I chose the ones in the closed position as most photos of parked F4Us show them in that state. After painting and detailing the engine I mounted it in the cowl and fixed it to the forward fuselage. I then masked the front opening with a disc of card stock that tucked nicely inside the curved lip and was held in place by piece of plastic rod inserted into the propeller shaft hole on the engine.

The landing gear went together smoothly and provides a good representation of the intricate main- and tailwheel assemblies of the *Corsair*. The only modifications I made to the tailwheel assembly were to drill out four lightening holes in the strut brace and add the tailhook retraction linkage. There were some fairly pronounced ejector pin marks on the main landing gear struts that I filled and sanded smooth. I waited to assemble the auxiliary struts to the main gear legs until after they were fitted to the wing. I painted the landing gear struts and wheels *Testors* steel (they could also be white, check your references) and the tires dark gray. I used *Testors* silver for the oleo sections of the main gear legs. Some parts of the tailwheel assembly were chromate green (i.e. the braces and tailhook linkage).

With the assembly completed except for the delicate antennae, pitot tube and landing gear, I prepared to spray my latest F4U in the mid-war tricolor scheme. First I applied the non-specular white (*Model Master* enamel) to the underside. Next, after masking off the undersides of the inboard wing panels, came intermediate blue on the sides of the fuselage and beneath the outboard sections of the wings. Finally non-specular sea blue went on top of the fuselage and wings with a soft line of demarcation. When these colors had dried for a couple of days I sprayed the entire model with a coat of Future in preparation for decaling.

I chose the markings of Lt. Commander Tommy Blackburn's F4U-1a from VF-17, "Jolly Rogers." That squadron was the first Navy *Corsair* unit to operate from an aircraft carrier. Their aircraft sported the skull and crossbones flag on their engine cowlings. Blackburn's plane carried the number 3 in white on the fuselage ahead of the national insignia and a full set of white tape to seal the leak-prone fuel tank in front of the cockpit. These markings came from a variety of sources and were applied with *Solvaset*. After the decals were fully dry I sprayed the whole plane with *Testors* Dullcote to seal them. Next I painted the landing light with Testors silver and fix the clear cover onto it with *Krystal Kleer*. The formation and marker lights were painted using Tamiya red and blue transparent acrylics over a flat white base coat. Finally, I painted the exhaust pipes with a mixture of black and a touch of rust brown to give them the look of, uh, exhaust pipes.

All that was left to be done on the finish was weathering. Combat operations in the south Pacific took their toll on the paint on naval aircraft. To depict that effect I use a mixture of washes and pastels to make my models come to life. One has to experiment some to get it to the point where it looks right, but the effort is well worth it when you catch a glimpse of a little pilot trying to climb in and start it up. (I think I need a little more sleep and less a little lacquer thinner.) I again shot a coat of Dullcote over the weathering to keep the pastels from showing fingerprints.

Having finished the finish (hey, I wonder if that's why they call it that?), I added the fiddly bits such as pitot head, antenna masts, landing gear and doors, a mid-war style drop tank, and the propeller. Another one down and about ten more *Corsairs* to go! This model now proudly sits on a shelf with my growing collection of *Corsairs*. In conclusion, I have to say that the *Tamiya* kit is a pleasure to build, almost offsetting its high purchase price. I may actually cough up the cash for another one someday. Next time: the *Italeri* F4U-5N is converted into an accurate F4U-5N! (But don't hold your breath while you wait; it's been in progress on my workbench for six years.)

Jody Scheckter in the P-34 (left) leads James Hunt midway through the 1977 United States Grand Prix (East). Hunt eventually won the race.

Tyrrell P-34: unconventional equation for Formula 1

Continued from page 1

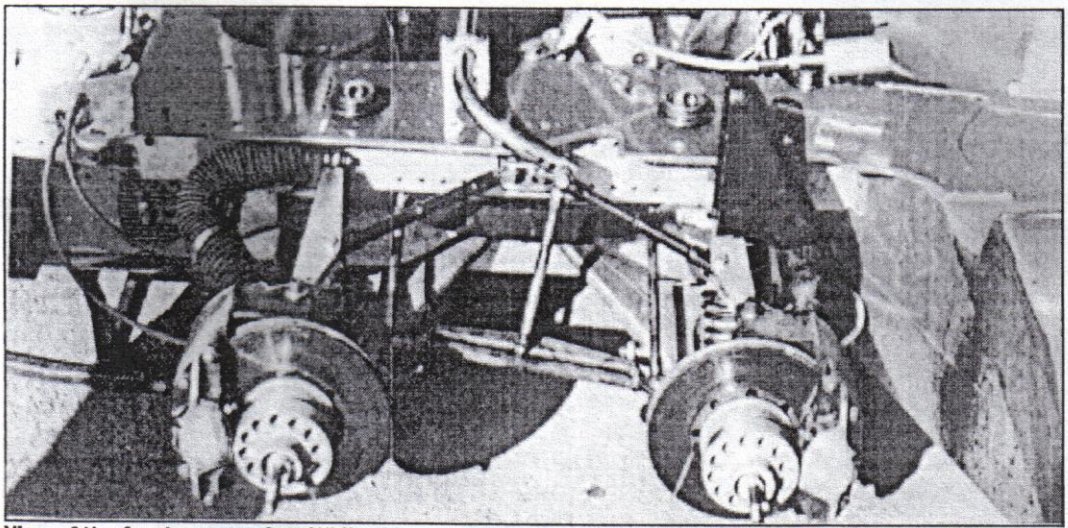
steel tube hoop that served as roll-over protection, the mounting point for the Ford-Cosworth DFV, and the mounting point for the radius arms for the rear suspension. The sides of the monocoque were inclined at a seep angle to the outside, tapering down to make a deformable safety structure. A purely aerodynamic fiberglass cover gave the car flat sides and a flat top, except for the fairing between the front and rear tires. The driver sat relatively upright, inside a tall fairing with small windows in the side to allow a view of the front tires. The front roll-over hoop supported the instrument panel and steering wheel.

The water radiators were mounted parallel to the long axis of the car, within the tire-to-tire fairing, just ahead of the rear tires and outside the exhaust pipes. It looked odd but never gave any trouble. The oil radiators were located in the nose, though eventually they were relocated to underneath the rear wing. All the rear suspension except the radius arms was bolted to the Hewland transmission and differential housing. The DFV block carried all these suspension loads to the chassis. Rear brakes were inboard discs, and the rear airfoil was mounted to the transmission. Fiberglass ducts could be fitted, like periscopes or ship's ventilators, to provide forced cooling for the rear brakes.

The first P-34 was revealed to the public between the 1975 and 1976 seasons, and many thought it was a publicity stunt. But after intense development during the first three races of the 1976 season, Patrick Depailler qualified it fourth for the Spanish Grand Prix, held on May 2. Although he spun off after boiling the brake fluid for the front wheels, the car was clearly a contender and team leader Jody Scheckter had one for himself as well at the Belgian Grand Prix on May 16. Depailler again qualified fourth, and Scheckter seventh. In the race Depailler's engine failed, but Scheckter finished in fourth, in the points on the second try.

Monaco followed, and Depailler and Scheckter started third and sixth, and finished third and second, behind Niki Lauda's Ferrari. They were the only cars Lauda had not lapped by the finish. Clearly Gardner and the Tyrrell team were on to something.

In Sweden, Scheckter out-qualified his team mate for second at the start, and Depailler qualified third. They both held their positions at the start and when Mario Andretti's Lotus 77's engine expired, they moved up to first and second places, where they finished. This bright, sunny day at a smooth, fast track was the P-34's high water mark. Two weeks later at the French Grand Prix, Depailler qualified fourth and Scheckter back in tenth, with steering problems. They finished second and sixth.



View of the front suspension. While this gave the car a larger contact patch (and its distinctive look), it also imposed a weight penalty that eventually proved the P-34's undoing.

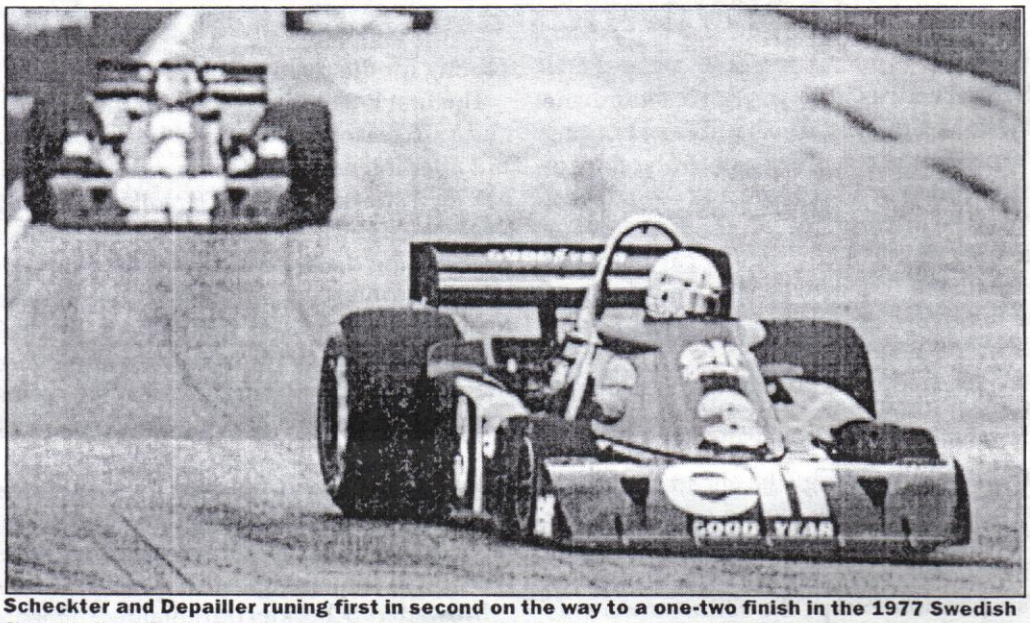
France showed the pattern for the second half of the season; Depailler took two more second places and Scheckter took three. It wasn't enough for a driver or team victory. James Hunt won five of the last nine and the championship for McLaren. Andretti, Lauda, Ronnie Peterson and John Watson each won once.

The constructor's cham-

pionship results showed the truth. Ferrari had the best car, and even with Lauda missing several races after his horrific accident at the German Grand Prix, had 83 points. McLaren had a very good car and James Hunt in his best year ever, scoring 74 points. Tyrrell had a very clever car, and two improving drivers: 71 points.

Tyrrell built revised P-34s for 1977. These are sometimes called P-34/2, which is confusing since the 7 P-34 chassis built were numbered "P-34/1" through "P-34/7." Thus "P-34/2" is either the second year's cars or the chassis that Depailler drove most of 1976. But they ran the both the new cars and the first year's cars at least through the Belgian Grand Prix, the seventh race of the 1977 season.. First National Traveler's Checks were added as co-sponsor with ELF. Eventually Tyrrell sold two of first year cars to the same privateers that had bought 1975's 007s. Unlike the 007s, the private P-34s were never qualified for a Formula 1 race.

The revised P-34 featured full-length body-work, flat topped and flat sided, covering the engine and transmission. Like the Ferrari 312T-2, the engine air intakes were moved to the front of the cockpit fairing. A spacer to extend the wheelbase was available, and tellingly, the front track could be widened 8 inches, putting the wheels out in the air stream again, as the team sought front-end grip.



Scheckter and Depailler runing first in second on the way to a one-two finish in the 1977 Swedish Grand Prix at Anderstorp.

Veteran Ronnie Peterson was hired as Tyrrell team leader, replacing Scheckter, who moved to Walter Wolf's short-lived but inspired team. Results were disappointing, a place or three lower than the previous year at every event. At the Swedish Grand Prix Depailler qualified fifth, and finished fourth, while Peterson qualified ninth and did not finish, ignition problems proving incurable during the race. So it went for the rest of the season. On October 23, 1977, in Japan, the P-34s ran their last race. Depailler started sixteenth and finished third in pouring rain. Peterson started seventeenth and did not finish because of an accident. Tyrrell stood sixth in the constructor's championship, with 27 points to Ferrari's winning 95.

What had gone wrong? Above all, the P-34s were fast but heavy. The reduction in drag came at the cost of a doubled front suspension. Tires, wheels, brake rotors, A-arms, steering knuckles and so forth for 10-inch rims were more than half the weight of the same items for 13" rims, and twice as many were needed. Twice as much front suspension took the cars well over the minimum weight that the more successful Ford-Cosworth chassis could come quite close to.

Tires were the second weakness, though this was a decision by Goodyear rather than physics. Goodyear made the 10-inch front tires for the P-34 using early 1976 technology. As the season wore on, Goodyear developed their tires to meet the needs of the front-running teams, Ferrari and McLaren. Tyrrell could take advantage of the latest rear tires but the mix of characteristics unbalanced the cars. They could use all early-season-style tires for balance, but gave away a slight advantage to every other car on the track. For whatever reason, Goodyear did not develop new 10-inch tires for Tyrrell, and this with the weight penalty was too big a handicap. In the second season Tyrrell were using year-old tire technology and didn't really have much of a chance.

Some sources also point out that Goodyear's racing tires in 1976 and 1977 were bias-ply construction, and the increased centrifugal forces on the smaller (thus faster-spinning) 10-inch tires cause them to bulge more than conventional 13-inch tires, further reducing grip. If Michelin radials, or Goodyear's later radials, had been available, things might have been different.

In hindsight, the victory in Sweden had flattered only to deceive. The tires were still good, neither Hunt nor Lauda was competitive that day and the P-34s were still gaining weight as things broke and were beefed up. The cars had run perfectly, and finished 1-2. The only other nose-to-tail finish that year was in Italy, when they came in fifth and sixth. This was about as far behind where they really belonged as 1-2 had been ahead.

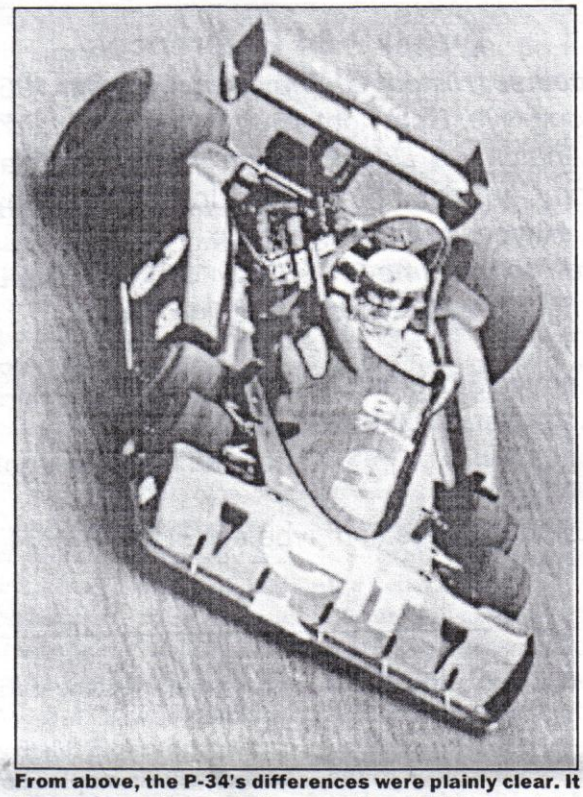
Tyrrell ran the P-34s in 1977 for the same reason people bet on inside straights: they wanted to be at the table and they played the cards they had. After one year of some success, a crash program to develop a conventional car would have required more engineers, and more cold reflection, than the little team from Woking, Surrey, could manage.

The competition hadn't been sitting idle, either. While the P-34s campaigned uphill in their second season, Lotus produced the first ground-effects chassis in modern racing, where the profile of the underside produced down force. This was the breakthrough of the 1970s, and no purpose-built racing car today turns a wheel without some thought to the aerodynamics below the wheel hubs. 1977 also saw the introduction of Renault's 1.4 liter turbo-supercharged F-1 engine. Like ground effects, this was technology that everyone

would copy as soon as it proved itself.

At Wolf Racing, Scheckter came in second to Lauda in the 1977 championship. He switched teams again in 1979, to Ferrari, where he won the world championship. Depailler would win Monaco for Tyrrell in 1978, on an 008, won the Spanish Grand Prix for Ligier in 1979 and died in an accident at Hockenheim while practicing for the German Grand Prix, after joining the Alfa-Romeo team in 1980.

While Tyrrell were building their six-wheeled P-34 with four front and two rear, or 4-2-0 in railroad-speak (<front wheels>-<driven wheels>-<rear wheels> is the formula), March built and practiced, but never raced, a 2-4-0, with four driven wheels. Like the P-34, the theory was to lower wind resistance, in this case, by using two front tires in a row to get the same contact patch with half the frontal area. Seeking better handling, Ferrari had "dualie" rear wheels made that mounted two narrow tires to get the same contact patch with shorter, thus stiffer, sidewalls. The theory was that stiffer sidewalls would keep the tread flatter under lateral acceleration, allowing more power (which Ferrari had in abundance) to be put down while coming out of a corner. No car with these wheels was ever raced. It's possible that Ferrari's switch to Michelin radials in 1977, in part, addressed the same need.



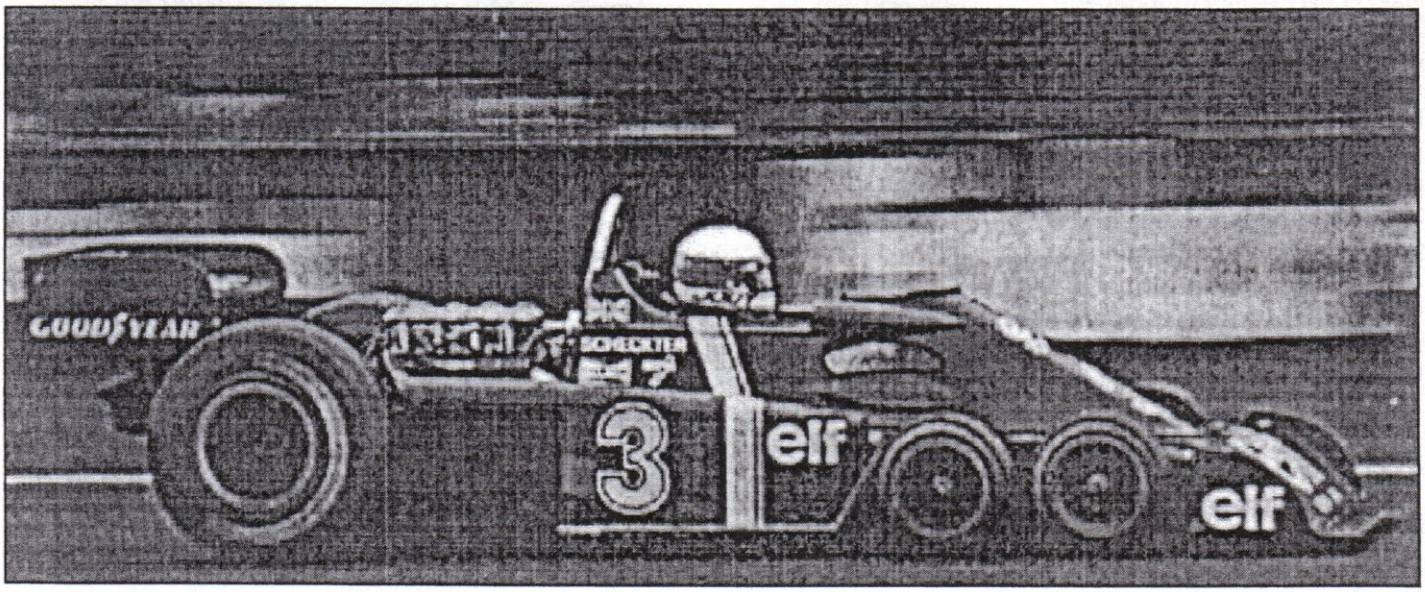
From above, the P-34's differences were plainly clear. It is easy to understand why some thought it was a joke when it was unveiled at the 1977 Spanish Grand Prix.

Later, in 1982, Williams built a 2-4-0 six-wheeler, with ground effects, but it was never raced. Formula 1 rules were changed that year to specify two wheel drive and four-wheel cars, banning sliding skirts on ground effects cars, four wheel drive, six wheel cars, more than two wheels steering, and many other exotica.

The most intriguing might have been of all is that Renault's V6 turbo was offered to Tyrrell, since ELF Petroleum sponsored both teams, and Tyrrell turned it down. Ken Tyrrell would not accept the horsepower figures Renault were claiming. He also thought that the turbo would be ruled unusable, since it was a "movable aerodynamic device" in the language that had banned variable incidence airfoils in the late 1960s. Tyrrell hadn't counted on the Formula 1 establishment's desire to see Ford-Cosworth get some competition, especially from a major automobile manufacturer. Tyrrell protested the turbo engines, but his protest was not sustained. Renault would never win the world championship, although they changed Formula 1 for a decade. Consistent in his opinion, Tyrrell's was the last team to qualify and race a 3.0 liter Ford-Cosworth DFV in the transition to the turbo era.

The side pods that Renault used for water, oil and intercooler radiators would not have looked completely out of place on a P-34. *Tamiya* make a P-34 and Renault Turbo in both 1:12 and 1:20, (as well as *Heller* and *Protar*'s Renault RE-20s). All these Renaults are of the later, twin-turbo, style, however.

I know of five kits of the P-34s, a *Marsh Models* 1:43 white metal kit of the original before-the-1976-season P-34, a 1:12 and 1:20 P-34 by *Tamiya*, a 1:10 P-34 (1977) semi-scale kit, for radio control, also by *Tamiya* and a 1:32 P-34 (1977) by *Matchbox*. I've got all but the *Marsh* kit and I've built the 1:10 (enough to run it anyway) and half-built the 1:20 *Tamiya* kits. I haven't painted either of the *Tamiya* kits



In profile, the P-34 was a very attractive car, at least during the 1976 season. 1977's paint scheme was busier and less subdued.

because I couldn't quite find or mix the right Tyrrell blue. I should probably order premixed paint from *MCW*.

The 1:20 *Tamiya* P-34 was the first of their 1:20 kits and clearly intended to make additional money from the research investment in the 1:12 kit. It was planned for motorization and a battery holder is molded into the underside of the chassis/body. I've never seen a version of the kit with a motor, though I'd love to. Their mid-engined 1:12 kits used to come with a gearbox to allow an electric motor hidden in the model engine to drive the scale drive shafts. Did they produce a 20/12 scale down for the 1:20 market?

Because of the battery, the body parts are molded as part of the chassis of this kit, unlike the 1:12 kit or the 1:32 kit, where the bodywork is removable. The suspension does not operate, and the front wheels do not steer, but the detailing is petite, the cockpit is reasonably well provided for and for a 25-year-old effort, it is very nice. Since it's a scale-down of the 1:12 kit, all the plugs are in place for the fuel injection, cooling and oil system hoses to fit over, even though only two hoses are provided, from the block to the radiators.

I've assembled the engine and rear suspension, which go together easily, and painted them and the front suspension with a mix of airbrushed *Metallizer* aluminum and *Tamiya* acrylic paints. The exhaust "bundle of snakes" is *Metallizer* steel and looks particularly good. I'm ready to paint the body and chassis, if I can just find that blue (It's been sitting for 15 years)! I used 30 gauge Kynar-insulated wire-wrap wire for the fuel injection lines and planned to add no more than seat belts and perhaps instrument wires.

This is the only P-34 kit currently in production, *Tamiya* having released it recently with decals for the 1977 Monaco race. In its original form the cockpit fairing was engineered to take two square pieces of clear plastic behind curved cutouts for the windows. I've read that this has been changed, and that the mirrors are different, in the Monaco '77 release of this kit. Note that this is the first year (1976, or "P-32/1") car in the second-year dual-sponsorship colors.

The Japanese racing car enthusiasts at *Studio 27* make a photo-etch set for this kit and two sets of decals. *Museum Collection*, another Japanese super-detail outfit, makes a less extensive photo-etch fret and turned intake trumpets.

The *Tamiya* 1:10 RC P-34 (1977) is an injection molded body kit that mounts on an aluminum chassis with working front suspension and a differential. It's extremely heavy compared to modern, composite chassis, 1:10 on-road RC cars. It's also extremely underpowered, with four "C" cells and a 540 motor. A switched-resistor speed control is included. There is no cockpit interior, or engine detail, and the front wheels are all on a common axle-carrier, which is connected to the main chassis by springs for "suspension." Screws, nuts and bolts are used for a lot of the major assembly, which also leads to out-of-scale appearance. An injection-molded nose-protector is included and really needed if you intend to drive it, and between that and an antenna, it's best viewed as an RC car first and scale model second. The tires, at least in the original issue, are the usual, large scale, *Tamiya* items, very much like real tires (same smell) and I used GE Silcone Glue to attach them to the rims so that they're semi-pneumatic- not under pressure but sealed. They bulge slightly at the bottom and look great.

The *Tamiya* 1:12 P-34 kit is the big brother of the 1:20 kit. The suspension and steering work, meaning some sacrifice in scale construction and some weakness as well. But even anti-roll bars are provided, so you can explain to your relatives how they work. It was motorized, although the example I now have is sealed and I'm not sure if the motor and gearbox were included in the re-issue. But I liked the motorized 1:12 Matra MS-11 kit way-back-when and look forward to this big one some day. *Tamiya* supply out of scale hose for ignition wires and fuel injection, along with more or less correct hose for the cooling system and oil system. Just plumbing this monster is going to take significant effort (the MS-11 kit supplied tiny spring stock for brake-lines). *Studio 27* make decals to finish this kit in the Monaco 1977 colors if you don't fancy the 1976 colors.

The *Matchbox* 1:32 P-34 (1977) kit contains a multitude of pieces in three colors, a grayish light blue, a bluish dark gray and "chrome." The body is removable and the chassis and suspension are complete. Nothing is misaligned and my examples have little flash, but you're in for serious cleanup and modest accuracy in spite of the large number of parts, which tend to be both small and thicker than scale. The two major pieces of the monocoque are both "chromed," but the seat is a separate piece, as is the shifter. A pair of tweezers is supplied on the "chromed" tree, for installing the nuts that attach the rear wheels. Real tweezers would seem to be a good idea on this kit.

I've built one 1:32 *Matchbox* kit and it was fragile, the solid "rubber like" tires are heavy and the detail is not very crisp, but the general shape is right. Remember that it's a *Matchbox* kit, so it is intended for someone who will build it quickly and enjoy it with gusto. I ought to slap one together some week, because I'll never do the painstaking build of the super-detailed one I always meant to do.

Tyrrell P-34 References

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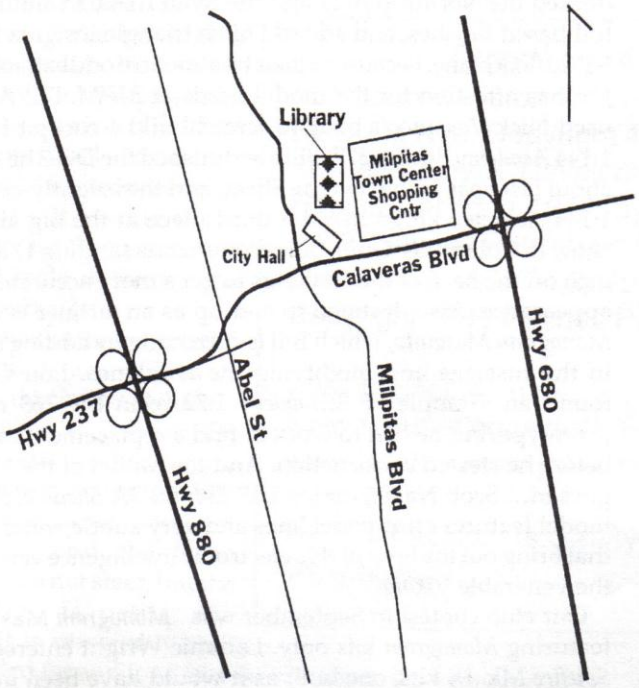
SEPTEMBER MINUTES

The September meeting was held at the friendly confines of Scenario Hobby in place of our regular site at the Milpitas Public Library. The next two months will see SVSM in its traditional digs, while the December gift exchange meeting will be held at a more pizza-friendly location.

In model talk... Chris Bucholtz has added sheet styrene detail to the wheel wells of *Tamiya*'s 1:72 *Mosquito*, and he plans to add an *Aires* interior to the kit. Also destined for the model are parts from an *Airfix* kit to convert it into a *Mosquito* Mk. XVIII, or "Tse Tse" *Mosquito*, mounting a 57mm cannon in the nose. Ron Wergin built the *Tamiya* Tiger I as a machine that saw heavy combat in Tunisia, judging from the skillfully applied weathering. Ron used pre-shading, post-shading, and wash techniques to give the Tiger that lived-in look. Kent McClure has almost finished the old *Monogram* space taxi, having added the "egg basket" entry and exit frames. He has nothing good to say about the general layout of the space taxi, which is highly illogical for a space vehicle. Mark Schynert brought in the new *A-Model* Yak-9P, which has lots of decals and represents a Korean War Yak. Mark is also working on a corrected horizontal tail for the *Revell* Blohm und Voss Bv 222, adding to the span and cleverly including extended slots. Hubert Chan's armor dominated the last issue of the Styrene Sheet and it made a personal appearance on the table. His BT-7 is from the *Accurate Armor* kit, while his Panzerkampfwagen 38(t) was built using a resin kit from *Criel*. Roy Sutherland has been busy building models at work, but he was able to squeeze in some time to put the first coat of paint on a *Hasegawa* Fw 190A-2, and he has almost completed the fuselage of his Fw 190A-6. Roy also brought in the paint master for *21st Century Toys* 1:18 P-40B *Tomahawk* in 112 Squadron RAF markings. Vladimir Yakubov built a T-34/57 in 1:76 several years ago, and now he's building the same variant in 1:72, using lots of brass and a couple of kits. Vladimir was inspired to revisit this subject by the acquisition of a 1:72 gun barrel for the long-gunned T-34. As a bit of relaxation, Vladimir built a Soviet destroyer as a World War II version of a ship built during the 1910s. Relaxation for Vladimir involved cutting the resin kit and changing the dimensions of the hull. Vladimir also has another Russo-Japanese War Russian Cruiser in its basic paint scheme, with teak decks and a green hull. Mike Burton used a lot of elbow grease to join the tail of *Sharkit*'s 1:72 *Regulus* I to the nose/wing section. He also has a *Revell Aerobee* missile that's close to being finished, and he's worked to take the twist out of a 1:520 *AMT* U.S.S. *Macon* airship. Dmitry Shapiro took inspiration from a vacation to build *Heller*'s 1:72 F/A-18 *Hornet* as an Australian machine. He made the base from a picture frame he bought at a garage sale. Greg Plummer mixed his own pink paint to finish *Hasegawa*'s Reynard 89D Formula 2000 racecar, one in a series released in the 1980s that has become rather obscure. Greg also brought in the *Lincoln Mint* 1:6 426 Hemi engine, a metal and plastic kit. Barry Bauer's *Airfix* 1:72 F-80 *Shooting Star* is painted and nearing completion, thanks to his mastery of the rather sloppy fit of the intakes. Barry said the *Airfix* decals for "The Spirit of Hobo-ken" went on well, but the aftermarket decals he tried to use for the national insignia ended up giving him problems. A trip to the Czech Republic inspired world-traveler Jim Lund to come home and work on a couple of *MPM* kits; he decked the Northrop A-17 and the Ryan PT-20 in aluminum foil-based finishes, and added Dutch triangle insignia to the PT-20 floatplane. Because of their treatment of oddball subjects Jim has affection for the model nerds at *MPM*. Bill Abbott used Nick Veronico's book to scratchbuild a cockpit for his 1:144 *Academy* Boeing 377! Bill also finished the DC-3 he wrote about last year in the Styrene Sheet, and the brightly-colored 1:144 *Academy* kit garnered a third place at the big airliner show in Columbus, Ohio. Bill recommends sanding 1/8 of an inch off the back of the cowlings to get a more accurate scale appearance. Also destined to end up as an airliner is a 1:48 *Monogram Mosquito*, which Bill is correcting by adding shims to the fuselage and modifying the tailplanes. Lou Orselli found an example of *Airmodel*'s 1:72 resin Me 263 rocket prototype, but he had to work to find a replacement canopy before he started construction. And the Model of the Month goes to... Scott Nagle, for his 1:48 *Esci* ES-3A *Shadow*. Scott's model features crisp panel lines and very subtle weathering that bring out the lines of this electronic intelligence variant of the venerable *Viking*.

Our club contest in September was "*Monogram* Mastery," featuring *Monogram* kits only. Laramie Wright entered two *Spitfire* Mk. IX kits, one built as it would have been in 1979 with overly-bright decals and all kit parts and the other updated with a cockpit from a *Tamiya Spitfire* kit, beefed-up rocker covers, additional blisters on the nose, new radiators, and scratchbuilt wheel wells! One of Anita Travis' first models was the Beer Wagon custom car created by Tom Daniels, which she built out of the box. Braulio Escoto finished the *Monogram* P-39 *Airacobra* with markings in use at the very start of WWII, and he completed the F-84F as a member of one of Strategic Air Command's escort squadrons. Ron Wergin employed *Tamiya* paints to put the finishing touches on the *Monogram* 1:72 Fw 190A-4. Mike Burton converted a P-51D into a civilian plane, adding a second seat and using decals from the 1998 IPMS/USA nationals to depict Dan Martin's "Ridge Runner III." Mike has two TBD *Devastators* in his collection, a folded-wing, silver-and-chrome yellow-era plane and a Coral Sea veteran in gray-blue. Two more P-51Bs came from Mike's collection, one portraying "Ina the Macon Bell," Lee Archer's 332nd Fighter Group aircraft, and the other a two-seat field conversion with the late fin fillet flown by the 4th Fighter Group. Mike also had a *Monogram* rat rod '34 Ford built from the recent *Revell/Monogram* kit. And the winners are: In third place, with a 1970 Ford Torino, was Greg Plummer. Greg gave the Torino a glossy white paint job. In second place were Chris Bucholtz and his well-worn 1:72 F7F-3P *Tigercat*. Chris rescribed the model, added an interior and engines from *Aires*, and gave the model some heavy exhaust staining over the black paint. And in first place, with a blue "Green Hornet," was Steve Travis. The latest in Steve's long line of Green Hornet-based cars, this one boasts aftermarket wheels and tires, a custom interior, and a new convertible roof painted with *Testors*' Afrika Yellow, which Steve says replicates the color of a modern convertible roof very well.

Back to Milpitas we go...



Next meeting:

7:00 p.m., Friday, October 17

at the Milpitas Public Library

40. N. Milpitas Blvd.

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SAN JOSE CA OCT 14 '03 PB METER 8156640 ≈ 0.60 ≈ U.S.POSTAGE

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