

Seattle Chapter News



Seattle Chapter IPMS-USA
November 2000

PREZNOTES



Well, I'm finally getting back on track, modeling-wise, since the great unpleasantness of September. I felt well enough to travel in October, so Jill and I took a short trip to Reno to celebrate our 25 years together and we returned with pockets somewhat emptier. However, we may go back some day to visit our money. Needless to say, I won't be going out any time soon to the local hobby emporium to buy that new Tamiya RC Tiger tank! I'm furiously (?) working on the balance of my Korean project aircraft, which should all be complete for the display at the Museum of Flight on February 10 and 11 of '01. I have also started a few new things, figures mostly, and have been working on some of the "half-builts" that have been floating on the perimeter of my bench for the last several months such as my Me 410, Bv 141, and my Star Wars speeder bike diorama. I've made up quite a bit of time, to the expense of spreading the rest of the beauty bark in the yard (no lifting - thanks doc), and I think I'll make my goal of completing over a dozen models this year. That includes at least one tank (with zimmerit!), one ship, and one auto. Just gotta keep that diversity! Unfortunately, we won't have the Pentathlon as a category at the spring meet so I don't have a goal to meet for my next tank, ship, or auto...

Speaking of the Pentathlon, since only the same few modelers attempted it, it was decided to drop the category as part of our spring show. I thoroughly enjoyed building for that category as it made me a more well-rounded modeler and I will miss it. That said and done, I would like to replace the Pentathlon with another category, one that perhaps more modelers would participate in. What I would like to propose is a category similar to what figure painters have called the painters class, where one subject is selected well in advance and on show day you have multiple entries of the same subject, all painted alike, and judged on the merits of the painted figure. Even though the

subject matter is identical, the various methods in finishing the model are often quite diverse. My suggestion is along the same lines - for example, the subject could be the Tamiya F2A Brewster Buffalo in 1/48th scale, built to match the color scheme on the box top. That's it. Parameters can be set such that the model has to be built box stock, using kit decals, or that all bets are off - you can do whatever you want to the model (aftermarket parts, etc), as long as it is finished in the box art markings. Subject matter is limited only to the imagination of our group as a whole with some sort of vote as to what would be selected for the first year and then the winner of the first, and subsequent winners choosing the subject for the next year. It's too late to have something for the '01 spring meet but we can select a subject and give everyone a whole year to finish for '02! Remember, any subject, any scale. Let me know your thoughts.

Another suggestion, although on a somewhat more whimsical level, is "borrowing" the modeling category from the Museum of Flight contest, which will not be held this next year. Modeling was taking a selected subject, and creating "something" interesting. I know it's hard

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SEATTLE CHAPTER CONTACTS

President: Terry Moore 3612 - 201st Pl. S.W. Lynnwood, WA 98036 Ph: 425-774-6343 moorethan4@worldnet.att.net	Vice President: Keith Laird 528 South 2nd Ave. Kent, WA 98032 Ph: 253-854-9148	Treasurer: Norm Filer 16510 N.E. 99th Redmond, WA 98052 Ph: 425-885-7213 n.sfiler@GTE.net	Editor: Robert Allen 12534 NE 128th Way #E3 Kirkland, WA 98034 Ph: 425-823-4658 baclightning@yahoo.com
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IPMS Seattle Web Site (Webmasters, Jon Fincher & Tracy White): <http://www.ipms-seattle.org>

Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held each month, (see below for actual meeting dates), at the Washington National Guard Armory, off 15th Ave. NW, just to the west side of Queen Anne Hill in Seattle. See the back page for a map. Our meetings begin at 10:00 AM, and usually last for two to three hours. Our meetings are very informal, and are open to any interested plastic modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$24 a year, and may be paid to Norm Filer, our Treasurer. (See address above). We also highly recommend our members join and support IPMS-USA, the national organization. See below for form. Any of the members listed above will gladly assist you with further information about the Chapter or Society.

The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The newsletter is currently being edited using a PC, and PageMaker 6.5. Any Word or WordPerfect document for the PC would be suitable for publication. Articles can also be submitted via e-mail, to the editor's address above. Deadline for submission of articles is generally twelve days prior to the next meeting. Please call me at 425-823-4658 if you have any questions.

If you use or reprint the material contained in the newsletter, we would appreciate attribution both to the author and the source document. Our newsletter is prepared with one thing in mind; this is information for our members, and all fellow modelers, and is prepared and printed in the newsletter in order to expand the skills and knowledge of those fellow modelers.

Upcoming Meeting Dates

The IPMS/Seattle 2000/2001 meeting schedule is as follows. To avoid conflicts with previously scheduled IPMS events and National Guard activities at the Armory, please note that some of our meeting days fall on the third Saturday of the month, not the traditional second Saturday. We suggest that you keep this information in a readily accessible place. All meetings begin at 10:00 AM.

November 11, 2000
January 13, 2001

December 9, 2000
February 10, 2001

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____
(leave blank) FIRST M LAST

Address: _____

City: _____ State: _____ Zip: _____

Signature (required by PO): _____

Adult: \$19 Junior (17 years old or younger): \$9

Trade Member: \$19 Canada & Mexico: \$25 Other Foreign: \$28

Family (Adult dues + \$5, one set magazines, # of membership cards required: _____)

If recommended by an IPMS member,
 list his/her name and member number _____ (name) _____ (IPMS#)

IPMS/USA P.O. Box: 6138
 Warner Robins, GA 31095-6138

Check out our web page: www.ipmsusa.org

Pearl Harbor Project

by Terry D. Moore

The year 2001 marks the 60th anniversary of the attack on Pearl Harbor, which led to the United States' entry into WW II. As with the current Korean war project that numerous members are participating in, this one is to be displayed at the October show in Vancouver, BC, and other venues during the year. Subject matter must be related in some way to the events of December 7, 1941 and there are **no** limitations on scale. We are looking for models of any vintage, whether it's something you built 20 years ago or are starting next week. An important consideration is participation by the members so **any** model will be welcome at the level to which **you** build models. It's not necessary to finish something to a higher level than you are used to. It is supposed to be a fun, relaxing, enjoyable hobby so build how you would normally build for your self-enjoyment. Subject matter is limited only to ships, aircraft, personnel, and vehicles that are representative of the events of the day.

Japanese subjects can include any of the six carriers, *Akagi*, *Kaga*, *Hiryu*, *Soryu*, *Zuikaku*, *Shokaku*, or any other vessels of the striking force for which there are models of; Japanese aircraft including the Aichi Type 99 carrier dive bomber, Nakajima B5N high level bomber/torpedo bomber, and the Mitsubishi Reisen Type 00 carrier fighter (all to be known later by the Allies as Val, Kate, and Zeke).

On the American side the ships are somewhat limited to the *Arizona* and the *Ward* in plastic, but there are some resin kits of other American vessels available. Aircraft are very well represented with Grumman Wildcats, Brewster Buffalos, Douglas Dauntlesses, PBV Catalinas, and others on the Navy side as well as P-26s, P-36s, P-40s, B-17s and others on the Air Corps side. There were a number of civil aircraft involved (a J-3 Cub, for one) and any civilian vehicle prior to 1941 vintage will be accepted. Sailors, soldiers and airmen can be represented by any figure



available, and if you have any information on armored vehicles that were stationed at any of the bases on Oahu that day, they can also be displayed.

If interest warrants there may be a small portion of the display devoted to the aircraft used in big screen portrayals of the attack including *Tora Tora, Tora*, *Victory at Sea*, *The Final Countdown* (F-14s vs Zeros!), and the new "Pearl Harbor" movie, among others. It will be a pleasure to have your model(s) as part of the display. For additional information contact Andrew Birkbeck, 206-522-3539 or Terry Moore, 425-774-6343.

Hubris

I apologise for the October newsletter being printed in italics. I certainly didn't plan it that way. Perhaps saying that "You shouldn't notice any difference in this month's newsletter" was tempting fate...

You'll find that this month's newsletter is composed primarily of articles from outside the chapter. Remember, this is **your** newsletter: any articles submitted by IPMS Seattle members for the December issue will be gratefully accepted!

IPMS Vancouver Show Report

by Robert Allen

The IPMS Vancouver Fall Model Show was held on October 7 at the Bonsor Recreation Centre in the Vancouver suburb of Burnaby. If this report is a little light on specifics, please excuse me; I didn't know I was going to be writing it until the show was over! If I can get a list of IPMS Seattle winners in time for the next newsletter, I'll print it then. As it was my first visit to the Vancouver show, it was an interesting experience to contrast it with our Seattle contest. Being held upstairs in a recreation center instead of an armory, there were swimmers wrapped in towels wandering the building, rather than armed troops. The center is directly opposite a mall that makes SouthCenter look like a Mom and Pop grocery store, which came in quite handy when looking for a cash machine. Speaking of the vendors' room, the vendors were located around the perimeter of the main display room rather than in their own space, which meant that you could cruise the mountains of kits and look at the completed models at the same time. The exchange rate made the vendors' tables especially attractive; for example, I picked a Matchbox Lightning T.55 for the equivalent of \$2.70 US, and am still ruing leaving behind a Fujimi Ki-43 Oscar that was available for \$6.75 US. Oh, well.

There was a stage at one end of the room, where the awards were presented, and from which models were raffled off during the day. In addition to the primary room, there was a second room that contained armor and ship models, which also served to hold a demonstration of building horror-themed kits – Dracula, Frankenstein, and that sort of thing.

From the modeling side of things, I'd love to give you the exact number of entries, but every number I heard was different. Suffice it to say that there were probably more entries than at this year's MOF show,

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Photo # K-13513 USS Arizona's forward magazines explode, 7 December 1941



Terry notes: This is a still from a motion picture film taken during the Pearl Harbor attack. Note that the explosion is directed to the right. Almost all of the programs that show this clip have the explosion directed to the left, which is wrong! The film is backwards! It's a small thing but it bugs me whenever I see it.

High Planes Update

via Keith Laird

New releases from High Planes Models for October are:

72033: 1/72nd Hawker Sea Fury F 10 and FB 11. Decals for Royal Australian Navy (Blue NW/115); Canadian late scheme (NAVY 117); and Royal Navy F.10 (802 Sqn Q/107) in initial scheme. Cost is Aus \$26.00 plus post at 20 percent.

Race 72016: 1/72nd North American A-36A Apache NX4E/ 15 from the 1947 Cleveland races. Overall light grey with red trim and

four-blade propeller. Cost is Aus \$26.00 plus 20 percent postage.

Next month - 1/48 Bearcat racer Conquest 1, then more Mirage IIIC/CJ and E, Bearcat American jet (1/72 and 1/48), Sea Fury Miss Merced.

Greg Meggs, High Planes Models.



Photos From the Vancouver Show

Photos taken from IPMS Aces Wild, IPMS Vancouver, and our own IPMS Seattle web sites.

Left: The gorgeous 1/48th scale Hawker Hurricane that deservedly won Best Battle of Britain subject, and Best Aircraft.



Right: A general view of the primary display room. Note the vendors in the background.



Left: The IPMS Seattle Korean War Display

Photos From the October IPMS Seattle Meeting



These photos are just part of an excellent selection of photos from the October meeting that can be seen at the newly revamped IPMS Seattle web site at www.ipms-seattle.org

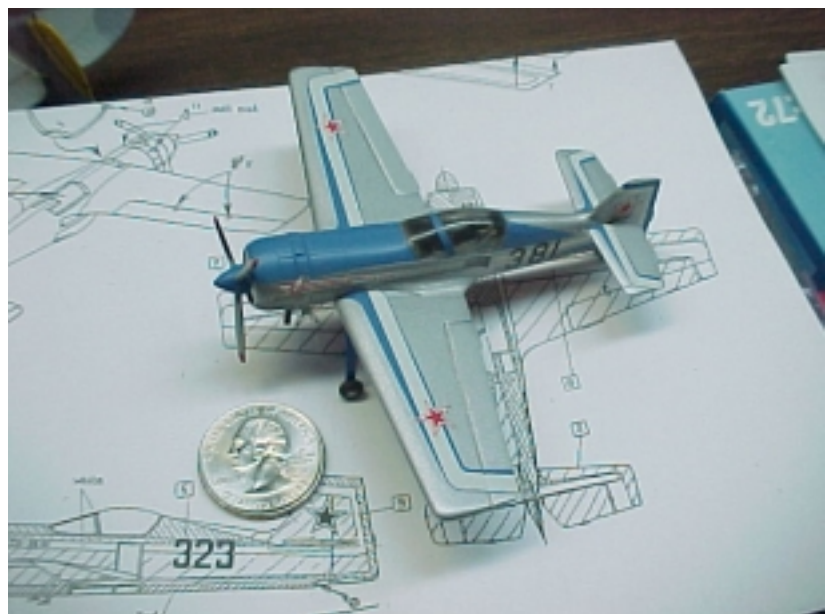
Unfortunately, I have no idea who was the photographer!



Above: Two of Carl Kietzke's NASCAR models. Number 16 is the TV Guide Ford of Kevin Lepage in an early season scheme. Number 3 is yet another of Dale Earnhardt's "one-off" paint jobs.

Top right: A nice overall view of the model table.

Bottom right: Bill Osborn's 1/72nd Amodel kit of the Sukhoi Su-26 aerobatic plane. Note the quarter sitting by the model, to give it scale! This is one of the kits that Bill so delicately discussed in his article in last month's newsletter.





Left: The vacuform 1/48th scale LaGG-3 that Jacob Russell wrote about in last month's newsletter. Looks just fine to me!



Right: Terry Moore's 1/48th scale Monogram B-26 Invader, built for the Korean War display.

Revell 1/48th Scale Dassault Rafale M Rafale M

by Rick Wilkes, IPMS Roscoe
Turner Chapter, Indianapolis

The Kit

Not having built anything without a propeller on it for quite some time I volunteered to do this review, mostly for a change of pace. The model was completed straight from the box, with some changes in the construction sequence as outlined below.



This is the U.S. release of the Revell Germany Dassault Rafale M single seat multi-role fighter. It comes in the new style flip top box with a section of carrier deck printed on the bottom for a display base. In the box you will find four trees of ocean gray parts, with a separate bag containing the clear parts and decals. The initial impression of the kit is that Revell has nothing to fear from Tamiya and Hasegawa concerning the quality of their moldings. The panel lines are all finely recessed and the clear parts are crystal clear and thin. Under wing stores include drop tanks, missiles, and what appears to be a FLIR/RECCE pod that is not mentioned in the instructions. From the parts lay out, it is clear that a two-seat version cannot be far behind.

Instructions

The 8-page instruction manual features a short history of the Rafale, 42 construction steps, and painting/decals instructions for two versions.

I found the instructions to be vague and uninformative. The paint call outs are contained in each step by letter, which refers back to a list of Revell of Germany colors on the front of the instructions. All the colors are available here except Anthracite Gray for which I substituted Polly Scale Black (RLM 66). I also substituted Zinc Chromate Yellow for the "Light Yellow". No parts are named, and some

rather complicated construction steps are rendered with swooping arrows and pictures of tweezers and what the final assembly is supposed to look like. I had to make several dry runs, especially on the landing gear, to ensure I knew

what was supposed to go where and how it was going to get there. I deviated from the instructions in several places and will cover those in the construction section

Construction

As is typical these days construction started in the cockpit, which is nicely detailed. The main instrument panel is clear and requires careful painting to keep the video screens clear. The seat is a five-part affair that will benefit from careful painting/dry brushing to bring out the detail. Dry fitting is essential to determine the precise placement of the headrest, as it doesn't really fit like the instructions show. Of all the parts I think the seat will be a big aftermarket item just to get the better definition resin provides. I left the seat assembly, the canopy operating rod (part 14), and the heads up display screen (part 12) off until final assembly. I left the canards out of step 8 to make cleaning up the seam on the fuselage easier. I added them during final assembly by cutting the connecting rod at the first joint leaving a stump that press fit into the openings in the fuselage. The model assembles easily and with careful trimming and dry fitting no filler should be necessary. The fuselage is split horizontally and the wings will hide most of the seam. The engraved panel lines allow you to easily recover detail lost during sanding.





Otherwise, as best I could tell, all joints are on panel lines and careful gluing will be enough. I found the fit throughout to be excellent. The landing gear is very detailed and each main gear leg is made up of five parts, two of which have to be fitted up into the wheel well after the main strut is installed, then all nested together, with a total of five different contact points on the three pieces. As you may have guessed this was one of the places that the instructions were of little help, but a couple of dry runs and slow drying super glue finally got things together. All the lights are clear and I left these off until final assembly. In hindsight, I would install the leading edge lights during step 13, then mask them off, rather than adding them later. One drawback is that the kit suffers from the see-through effect. Apparently the intake ducting is classified and thus is not provided, so you will need to block the back of the intakes, (stuffing the interior with a piece of black pantyhose was recommended to the author) or make FOD covers to prevent being able to see out through the main gear wells. One oddity, a gear up (in flight) option is offered, but no pilot figure is provided; must be for the Q-Rafale drone.

Accuracy

I had no dimensions to check against and I don't usually do that anyway, but it sure looks like a Rafale to me.

Color Options

Two schemes are given, the Rafale Prototype M02 and an operational aircraft from Flotille 12F. Your choice of colors is gray, actually Dark Gull Grey FS36231. The painting guide indicates a light gray radome and fin tip, but the pictures I found showed the Dark Gull Gray overall. Not even any "ghost" patterns ala the F-16 to spice it up. Gray,..just Gray. Have fun.

Decals

The decals were packed with the clear parts and were nicely printed and in register. All decals were applied over a gloss finish using Micro-Set and Micro-Sol. Although the decals went on easily and appeared to settle down tight, some silvering was noticed after a flat coat was applied; I would attribute that to me and not the decals. One note, if you plan to do the Flotille 12F aircraft, be ready for at least two days of applying decals. There are over 100 stencils and maintenance

markings to apply and it works best to go in stages. One other comment on the instructions here, the decal placement guide is less than half of an 8 ½ by 11 sheet of paper and, given the number of decals, it is very crowded and confusing. I eventually began to mark out the decal numbers I had applied to keep track of what I had done, and what was next.

Conclusion and Recommendation

This was the first modern jet I have built since returning to the hobby seven years ago and I must say I enjoyed it. The Rafale was an easy build for the most part, in spite of the instructions. Not quite in the "beer and pretzel" category, but certainly within the capabilities of most modelers. Highly recommended.

I'd like to thank Tom Metzler for donating this kit to our chapter for build up review. The finished kit may be seen at Metzler's Hobby Center in Indianapolis.

My Kingdom for a Sharp Blade

**by George A. Tupper, IPMS
Central New Jersey**

For those of you who use about a million X-Acto blades per year, here is a little tip. If you take the X-Acto blade, while still in the knife, and scrape it on the edge of the **unglazed** ring of ceramic found on the bottom of most mugs, the blade will sharpen right up again! The **unglazed** part on the bottom of the mug is abrasive enough to resharpen the cutting edge of the blade, and the great thing is that you can find mugs all over the place, unlike a dirty old sharpening stone, which seem to get constantly lost. Being the investigative genius that I am, I was immediately able to piece together the fact that a ceramic floor tile's reverse side was also a great sharpener. Clever, huh? The fact is that anything ceramic will work very well. Oh yes...be sure to empty your mug before you turn it upside down.

Bobby Allison's 1972 Coke Monte Carlo

by Les Smirle, IPMS Toronto

Background - NASCAR in the Early 70's – A State of Transition

The years from 1970 to 1972 were years of transition on several fronts in NASCAR. 1970 was the last year of the big bankrolls from the manufacturers, as Ford and Chrysler curtailed support, cutting back dramatically on the number of teams chosen as "Factory Teams." These were the teams who were bankrolled by the Big Three, and who got the new parts - and engineers "on sabbatical" during the

returns for the value of the publicity - don't forget, in 1970, NASCAR was still primarily a regional sport.

The construction of the cars themselves was just finishing a transition as well. Up until about 1962, a NASCAR stock car was made by taking a showroom vehicle, and adding a rollcage inside, beefier suspension, etc., to make the car safe and durable for the track. Holman-Moody in 1962 began the steps that resulted in the current practice where a race-intent tube chassis is built from the ground up, and appropriate sheet-metal hung on it. This process was just completing its evolution in the early 1970s when the car represented by this model was built.



summer who just happened to be found in various NASCAR pits.

Gone were Chrysler's "Winged Wonders" and the big Talledegas and Marauders from the Ford camp. GM had bailed out a few years earlier, around 1968. AMC was still a joke; it wasn't until about 1974 that Roger Penske, ironically, with Allison as one of his drivers, made them into respected competitors.

Reasons given for the factory money's disappearance stemmed from frustration at NASCAR, perceived by each manufacturer as showing bias to the other (Ford were upset when their DOHC 427 c.i. monster was banned; Chrysler felt their HEMI was overly restricted...etc., etc...). As well, the cost of all this support probably had also gone well past the point of diminishing

Bobby Allison – Triumphs and Tragedy

The career of Bobby Allison is a poignant blend of personal triumph and winning ways, along with stunning personal tragedy, and wrong decisions made. He came out of Florida in the late 1950s and settled in Alabama, to be near the NASCAR scene, after a successful career on short tracks in his home state. He began racing modifieds around the state, and built up a strong following, but his move to the big circuit was slow. By 1965 he had only entered eight GN races.

Finally, in 1966, he was able to run a full schedule, and got three wins. Unfortunately, Allison got an early reputation for being quick to jump from ride to ride that prevented him from achieving his full potential early. One of the biggest ex-

amples of this was his decision to leave the Junior Johnson team after just one season, as he found Junior uncommunicative and hard to read. Junior replaced him with Cale Yarborough, who went on a three-year tear, becoming the superstar of the day. Bobby moved around to various rides over the next few years, often building and fielding his own cars. In spite of all this, he won 84 races in a career that ended in 1988 in a serious crash at Pocono, where he received head injuries that required many months of recovery. He was never able to drive competitively again. He won one Championship, in 1984.

Further tragedy struck in the early 90s as his two sons were killed within a year of each other, Clifford in BGN practice at Michigan in 1992, and rising superstar Davey in a helicopter accident at Talladega in 1993.

The Coke Machine

During the latter part of 1970, when Bobby was driving a Charger for Mario Rossi, he landed a sponsorship from Coca-Cola for 1971. When he went to Johnson for 1972, Coke went with him, and followed him later to his own team in 1973.

By 1972, Junior Johnson-built cars were largely "formula NASCAR" cars beneath the skin, as most others were also becoming. Allison had for years built his own cars, even when driving for someone else. If he thought it suited a particular track better than those Junior was preparing for him, Allison would haul out the Monte Carlo modeled here. It represents one of the Allison-built cars from that era. Being a "home-built", it still used the Monte Carlo chassis, and thus was a bit of a throwback.

One of its most notable wins came in 1972 at Trenton, New Jersey, when he chose to drive it, rather than the Johnson-prepared car, and won the race. This must have been very satisfying for him, as he mentioned it specifically eleven years later, in an interview in the July '83 issue of *Grand National Illustrated*. According to the *GNI* interview, although Allison went on and won the race, Johnson was not happy at the rejection of his cars.

The model represents the car as it was run in that 1972 race in Trenton, New Jersey.

The Model - Planning the Project

Once the decision is made on what you want to build, there is a need to determine the best route to go. Often that is relatively simple - buy the kit, buy the decals - put it all together. Works real well if you're building any NASCAR ride since about 1983! For anything earlier, the choice is more difficult, as the field of NASCAR racing was only occasionally given a nod, such as the MPC and AMT series of the early seventies. Where to start on a '72 Monte Carlo?

Up until recently there were only three choices if you wished to build this car. Shown in the picture to the right are two of them, the Bobby Allison Monte Carlo by AMT, or the Coo Coo Marlin Monte from MPC. There was a third option, not shown, this being to convert one of the old AMT Craftsman Montes to a stocker. None of these options are particularly attractive unless you have deep pockets! There was also a resin body made, but it was not an attractive option, either. You would still need something to provide the GM frame.

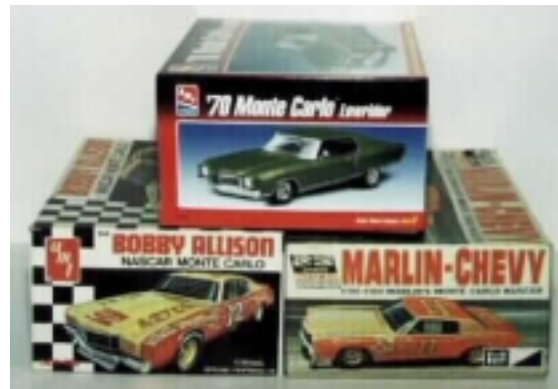
Around January - February of 1998, however, the "1970 Monte Carlo Lowrider" was introduced by AMT. This provided an opportunity to replicate Bobby's 1972 ride at a reasonable cost (We auto model builders are notoriously cheap...). The other reason I used the newer kit, besides cost and availability, was the fact that both chassis in the older NASCAR versions bore little resemblance to the original car I wished to model, and were, in fact, compromises to any then-current building practice. Making a racing chassis from the new kit's Monte Carlo frame was more in line with how Allison built the original car.

My strategy then, became to utilize the lowrider body and chassis, and leave the older kits untouched on my shelf (as part of my "shelf queen" collection...). The rollage and other chassis bits would come from a donor Monogram T-Bird NASCAR kit from the mid-eighties. Tires that would be appropriate for the era were resin-cast

items from Nostalgia Racing Miniatures, one of the pioneers in filling NASCAR modeling gaps. I chose to try and build the car as it appeared at Trenton, New Jersey, in 1972, for reasons the next section will make clear.

Finding Reference Material

Face it, the only reason I knew this car existed was from the AMT box art... I knew that Allison had Coke sponsorship during his career, but I associated it more with the Chargers of 1970, and the 1973 vintage Monte Carlo and Chevelle (another AMT kit). Finding reference for those is fairly



easy, if you can access older *Stock Car Racing* issues. The first-generation 1971-72 Monte Carlo, as built and driven by Bobby, was what I was trying to model, and is not well-documented in any of my reference sources. I found three black and white photos of the car; two in the November 1972 issue of *Stock Car Racing*, and one in a recent commemorative story on Bobby in *Winston Cup Scene*. I worked from those, plus the AMT box art. I also learned that this car (or one of the Johnson-built ones) was used in the movie *The Last American Hero*, about the life of Junior Johnson, but I chose not to follow up on this as a reliable source. The bad news is references were scarce; the good news is, who's gonna question my accuracy?

Zen and the Art of Model Building

A lot of modeling is state of mind - the more enthusiasm you have for the particular topic, the better it usually turns out,

right? We've all gotten into a project that we realize too late is not going to meet our expectations. Years ago, I picked up a trick from a very experienced street rod model builder named Tim Boyd. He always mocks up the finished product from the chosen components as a motivator. My simple mock-up temporarily mounted the wheels in the body shell's wheel wells, to see how it would look. Very encouraging, so I proceeded with the building of the chassis, and the body modifications.

Building the Frame

As mentioned earlier, a unique feature of this particular car was the fact that it used the GM frame it was born with, rather than a fabricated one, as was becoming common practice by 1972. Thus, I took the excellent AMT frame, which is a separate piece in this kit, and boxed the top of the front members with sheet plastic, so they looked beefier.

I test-fitted the engine block from the Monte Carlo, but mated it to the standard tranny from the T-Bird kit. We'll all pretend it's a

Muncie rock-crusher from GM, right? At least it's better for this application than the stock Turbo-Hydramatic that came in the kit!

Building the Chassis

The interior shell for the stock Monte has the cowl and rear seat molded in. The side pieces, which I would not be using, were fortunately separate. The rear seat was cut out, and replaced with sheet plastic, and the heater/air conditioning unit was removed from the firewall. Again, the hole was filled with sheet plastic. The gas tank was cut out, and replaced with the race version from the Monogram T-Bird chassis (fuel cells were in use in NASCAR by this time). At this point, I began the process of modifying the T-Bird rollage to mount on the AMT Monte Carlo floor pan/chassis. Since I was fitting the parts from a 1/24th kit into a 1/25th kit, using car bodies that have different heights and proportions, and different front windshield rakes, several modifications to the rollage were

needed. This is where another concept called “Eyeball Engineering” came in. This one came from a West Coast Street Rod model builder (darned innovative, those street rod modelers!) named Pryor Passorino. By looking at the top of the cage, I realized that the windshield rake could be followed if I removed the cage’s A-pillar bars, flipped them upside down, exchanged left for right, and re-installed them, as they had a kink at the bottom. I also slightly chopped the cage, as the Monte had a lower roofline. Along with this, there was a need to remove some plastic from the base of the cage, so that the top sidebars would be below the bottom of the body side windows.

Due to the proportional differences (location of greenhouse relative to wheelbase) between the two bodies, I had to shift the rear wheel wells on the rollcage forward, and extend the sides to match up with the Monte Carlo firewall. Significant cutting and trial-fitting was needed to modify the Monte Carlo suspension bits to lower the suspension and provide a slight rake to the profile. During this era cars were typically a couple inches or more higher in the rear. This was done as a means to “wedge” the body for better down force. This was accomplished on the model by shortening the springs in small increments and test-fitting until the body, sitting on the chassis, “looked right.” The wheels were modified to accept the Monogram wheel backings, which were in turn modified to attach to the AMT spindles and rear axle. Again, “Eyeball Engineering” with lots of patience and test-fitting is the name of the game.

Modifying the Body

In a process parallel to the building of the chassis, I made the body modifications that would turn the street legal body into one with all the then-allowed changes to produce the NASCAR GN version. The side trim, wipers, and insignia were sanded off, and the inner fenders were cut away. A hole was made in the left rear quarter panel for the fuel intake, and the fender openings were enlarged to match photos. In order to ensure the openings remained centered properly, I had tack-glued the resin wheels

onto the frame/chassis unit, and did frequent test-fitting while grinding away the fenders, to ensure the material was removed from the right place to keep the wheels centered in the openings.

The headlight lenses were glued into the bezels, basically as fillers, then they were puttied over and sanded smooth. Were I to do this again, I’d likely substitute sheet plastic for the lenses, and donate them to a replica-stock building friend...they were quite nice. A drill whose diameter equaled that of the hoodpins from the T-Bird donor kit was used to countersink holes in the hood and rear deck to accept the hoodpins. These were not put on until the model was completely built and polished out.

The final touch was to add a small spoiler on the trunk, made from an appropriate length of Plastruct L-strip. The final step was to apply a coat of primer, to reveal any rough areas from the sanding, and smooth them, using filler if needed.

Detailing the Chassis

Once I had worked out the rollcage, and gotten a good fit to the floor pan/chassis, everything was painted in grey primer. I then began adding other items to the chassis, to complete detailing it out. The engine, wheels, dashboard, and seat were detailed out and added, along with various components inside the rollcage - the rear end cooler, drink cooler, shifter, fire bottle, etc. All these parts, except the seat, came from the donor T-Bird kit. The seat is from a mid-eighties Buick Regal NASCAR kit by Monogram, and represents the quality of seats in use at the time.

The headers and exhaust also came from the T-Bird, and were mated up to the big-block engine in the AMT kit, along with a high-rise manifold, and T-Bird carburetor, to simulate a NASCAR big block from the era. The oil pan was sectioned to make it shallower - at this point, drysump engines were not yet part of the NASCAR formula - no external oil pumps or hoses as are prevalent today.

Rollcage padding was made by cutting 14 gauge black appliance wire to proper

lengths, then splitting them down the middle, removing the copper core, and snapping the insulation over any rollbars that might contact the driver in a crash. A net was made from a small square of aluminum screening, and strips of masking tape, painted white after assembly as on the prototype. A headrest was fabricated and added to the cage behind the seat. (This would be completely unacceptable from a safety standpoint in today’s racing world, in any pro series!)

Since the fuel tank and trunk interior would not be visible or accessible on the finished model, no effort was made to detail them. (One of the beauties of building NASCAR models is that there is lots of sheet-metal to hide all the nasty chassis bits you don’t get quite right...)

Painting and Detailing the Body

Next step was to finish the body, by painting, adding decals, chrome foil, front and rear glass, and the fuel filler. The fuel filler was simulated by a small section of plastic tubing glued to a small piece of sheet plastic as a backing, which was glued to the inside of the rear fender, with the tubing centered in the fuel access hole.

A second coat of primer was applied, and wet-sanded smooth with 1200 grit paper. I use automotive touch-up primer, applied straight from the aerosol can, heated in hot tap water. The addition of heat improves the smoothness of the primer coats in two ways. First, the heat causes the viscosity of the material in the can to lower, so it flows better on the surface. As well, the heat raises the spray pressure inside the can, causing higher atomizing on spraying, and finer droplets. This all contributes to a smooth, orange peel-free finish.

SAFETY CONCERNS: Just don’t overdo the heat as this could burst the can. As well, automotive paints contain strong solvents, and should only be sprayed in well ventilated areas, away from areas of normal household activities. Keep fumes and paint away from children.

Once a good smooth primer coat has been achieved, I applied the gold metallic that is the primary color on the horizontals. The

color used was a Canadian Tire gold metallic touch-up lacquer from an aerosol can. All the handling concerns and spray techniques that apply to the primer above apply here as well. After a day or so to dry, the gold was masked off using Tamiya masking tape, which has an excellent sharp edge for clean separation between colors. I use it to define the masked areas, then use regular masking tape to fill in the area to be masked (cost sensitivity again!). Be sure there are no gaps that will let overspray from the second color get under the tape and onto the first color! I chose the shade of touch-up lacquer for the areas to be red (the sides) by taking the after market decal sheet to the CTC shop, and finding a good match.



The model was “demasked” after the application of the second color. The separation line was lightly sanded, to smooth it, then the whole body was clear coated with Tamiya TS-13 clear from the warmed aerosol can (see above). The entire body was then lightly wet-sanded with 1200 grit paper, and a second coat of clear applied. At this point, with a smooth, glossy surface, it was time for decal application. Valium please...

The decals used were sourced from an online NASCAR modeling supplies company - BSR Replicas. Their website, <http://www.BSRREP.com>, is ideal for searching for NASCAR needs and ordering via the ‘net. The body was removed from the chassis for decal application. When I received the decal set, I was pleasantly surprised to see that

complete markings for the Carlings car of Canadian NASCAR pioneer Earl Ross were also on the sheet. No idea why...did he drive for Junior back then? Obviously, I’ll need to research and build Earl’s car as well!

I prefer to clearcoat my decals once they are well-dried in place. This protects them, and allows me to polish to a better shine. Use airbrush, or heat the aerosol can (as covered earlier), and apply in thin coats. Do not panic and/or touch the decal if it appears to wrinkle a bit after applying the first thin coat of clear. It will usually dry smooth enough to accept 2 - 3 more light coats of clear, then after 24 hours minimum, polishing. I usually use Tamiya TS13 clear

right from the warmed rattle-can. Applying in very thin coats, with 1- 2 hours of drying between, plus some light sanding to remove decal edges, and to improve smoothness. Final step is to polish the clearcoat, using Turtle brand wax. I went over the top, and got one of my best ever finishes on the Coke car, far glossier than I suspect the subject car really ever was! (if I were a military or railroad modeler, I’d spray on a coat of Grimy Something-or-Other...)

Now windshield and backlight were epoxied in place. I used those from the AMT kit, trimmed slightly on the interior to clear rollcage components.

Final assembly step was to mate the painted and detailed body, frame, and chassis, then attach the front and rear

bumper/grille assemblies, and the hoodpins. I reversed the red plastic rear taillights, and glued them into the stock location, and painted them silver, to simulate crude sheet metal filler panels - common practice in the era, when appearances were not up to current corporate-imposed standards. Bare Metal Foil was used for windshield trim, and to cover the rear spoiler. Final touch was to fabricate a chin spoiler out of printer’s aluminum, and epoxy behind front bumper.

Final Thoughts

And there I had it, a very satisfying model of a little-known but significant car in the career of Bobby Allison. After his forced retirement from racing, Bobby became a car owner, but struggled to keep sponsorships and competitive drivers. By 1997, the team was folded, and Bobby was largely out of the NASCAR picture, apart from a few promotional and consultant opportunities. A sad and unfair end to an illustrious career. To see Allison manhandle this car in old footage of Darlington, runnin’ door-to-door with the Factory Boys, such as Pearson, Petty and Yarborough, and, for that matter, his brother Donnie, was to see NASCAR in its finest hours!

Reference Sources

Grand National Illustrated, July 1983
Stock Car Racing, November 1972
Winston Cup Scene, March 1998

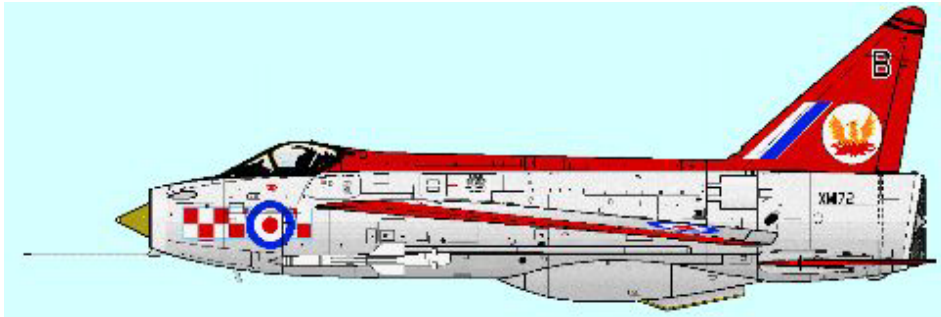
Materials List

AMT - “Lowrider Monte Carlo” - body/frame/floor pan
 Monogram - “Maxwell House T-Bird” - rollcage
 Nostalgia Race Miniatures - tires/rims
 Monogram Buick NASCAR - seat, shifter, coolers
 BSR Replicas - decals
 Canadian Tire - paint, primer, sandpaper
 Turtle Wax
 Tamiya - TS 13 aerosol clearcoat

BAC Lightning Colors in RAF Service

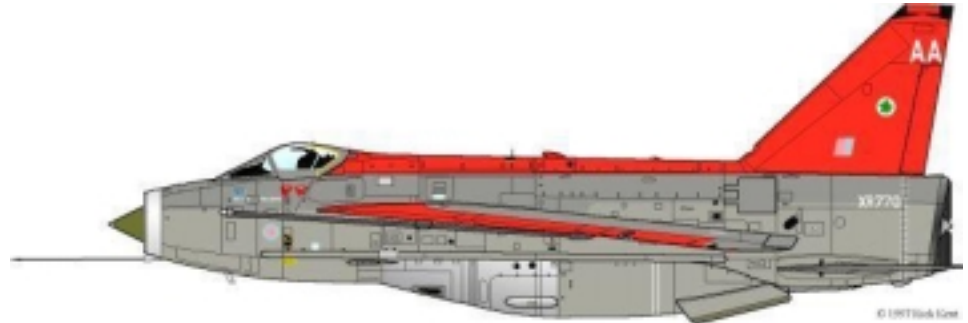
by Gavin Stratford, IPMS West Glamorgan, UK

RAF Lightnings wore a range of schemes through their careers. Early schemes (up to the mid 70s) were based around the overall natural polished metal (NM) finish of the aircraft. This scheme included the colorful 56 sqn Firebirds and the 74 sqn Tiger Schemes and adorned all marks of the Lightning from F.1 through to F.6. A 56 sqn machine is shown below.



However in the 1970s, camouflaged schemes came into vogue as the need to hide the aircraft on the ground and the switch to lower level intercept operations dictated tactics. These schemes were based on the RAF's then-current low level camouflage palette of Dark Green (DG) and Dark Sea Grey (DSG). For example, 92 sqn F.2A aircraft were painted overall DG on the upper surfaces while other F.3 and F.6 squadrons adopted DG and DSG camouflage patterns on the upper surfaces (see photo at top of page 15) while the lower surfaces remained NM for both schemes.

In the early 80's, both the Phantom and Lightning squadrons adopted the then current trend of Low-Viz "Air Defence Grey" schemes. Lightning colors adapted combinations of Light Aircraft Grey (LAG), Medium Sea Grey (MSG), Dark Sea Grey (DSG), and the new Barley Grey (BG). Incidentally, Barley Grey has nothing to do with cereal crops, rather it is named after its inventor, Mr. PJ Barley, who devised the color at the Farnborough Defence Research Establishment.



Lightnings seemed to have used several variations of color combinations from the Low-Viz palette and the more common ones are listed here.

Medium Sea Grey Low-Viz

Similar to the Medium Sea Grey Low-Viz but with MSG replacing DSG on the fuselage, BG replacing MSG on the lower fuselage and LAG on the under surfaces.

Details

The nose cone was generally dark green, with a hint of brown in it. The Humbrol RAF Dark Green is a good match for this color, especially if a spot of Humbrol 29 Earth Brown is added. Towards the end of its career, some Lightnings were seen with natural fiberglass (faded tan color) radomes. In all cases, the radomes had a polished metal tip.

The ring around the nose intake and the area immediately adjacent to the exhaust pipes were polished steel.

The interior of the wheel wells and doors and wheel hubs were aluminum and the cockpit interior was light/medium grey.

Color matches

Light Aircraft Grey = BS.627 = FS.36440 = Humbrol 166

Medium Sea Grey = BS.637 = FS.36270 = Humbrol 165

Dark Sea Grey = BS.638 = FS.36076 = Humbrol 164

Dark Green = BS.641 = FS.34064 = Humbrol 163

Barley Grey = BS 18B21 = FS.36314 = Humbrol 167

I have compared Humbrol paints to actual British Standard color chips and they are a very good match and are recommended.

Low-Viz no. 1

BG on the fin and fuselage sides for three quarters of the fuselage depth. The lower fuselage and under surfaces were LAG. The refuelling probe was BG and this scheme often involved a false canopy painted on the underside of the fuselage below the actual cockpit using a silver/NM effect.

Low-Viz no. 2

Similar to the above scheme but with the fuselage BG color only extending half way down the fuselage. LAG makes up the remainder of the scheme.

Dark Sea Grey Low-Viz

Similar to the Low-Viz no. 1 scheme but with DSG replacing BG on the fuselage and fin. The lower fuselage is MSG and BG replaces LAG for the under surfaces. When used on the F.3 version, the small F.3 belly tank was left in a aluminum/NM finish.

Similarly, I matched the British Standard chops with my Federal Standards fan deck to get as close as match as possible to allow other paint manufacturers systems to be used.

It is interesting to note that Barley Grey was initially specified as a mix of 20 parts Light Aircraft Grey to 1 part black. A useful specification if your model paint supplier doesn't produce modern RAF colors!

[Editors' note: The photos and profiles were gathered from various sources to illustrate Gavin's article. The two profiles on the opposite page are used by permission - basically; he gave me specific permission to use the Spitfire profile in last month's issue, and implied it would be OK to use more in the future, with proper attribution - from Rick Kent's superb collection of color aircraft drawings at Fauconberg Graphics. The web site is at <http://hometown.aol.com/fauconberg> and is very highly recommended.]



Above: The Dark Green/Dark Sea Grey scheme, as seen on an F.3.

Below: Two variations of the multi-tone grey scheme, both on F.6s.



Preznotes

from page 1

for most modelers to take a P-38 and convert it into a pair of great white sharks, but it's been done, it's fun, and you don't need to worry about correct colors or markings! Anyway, something else to think about whilst you're working on that umpteenth Me 109...

Last, but not least: **READ THIS. IN THE LAST ISSUE YOU WERE ALL GIVEN A SCHEDULE FOR OUR MEETINGS FOR 2001. EVERYONE SHOULD HAVE CLIPPED IT AND PUT IT IN YOUR WALLET AS DIRECTED BY THE EDITOR. WELL, TAKE IT OUT OF YOUR WALLET AND CHANGE THE AUGUST DATE FROM THE 11TH TO THE 18TH. ALSO, THE SEPTEMBER DATE IS, AS YET, NOT SET.** There, you've been warned. If you show up on the wrong date it's not my fault. So there. And remember, in the immortal words of Stephen Wright, you can't have everything. Where would you put it?

See you at the meeting,

Terry

IPMS Vancouver Show

from page 4

but far less than at the IPMS Seattle March show. It was good to see some different subjects for a change; Best of Show went to a magnificent scratchbuilt figure of a Native American on horseback. It was very nice to see something other than an aircraft or tank win the top prize, a trend emphasized when best Junior was won by a model of a dolphin. Best Aircraft went to a stunning 1/48th scale Hurricane, which was immaculately detailed, down to the fabric on the gun ports being realistically torn. As John Cate commented, I don't know how the builder did it. There were two fine models of Greg Moore's CART Reynard, to commemorate the Vancouver-area driver who was tragically killed in the final race of 1999. Also worthy of note was a huge Korean war diorama showing an F-86 base, with a dozen or more Sabres in their blast pens, many in varying states of maintenance.

Somewhere between 10 and 15 IPMS Seattle members made the trip North. From our point of view, the highlight was the IPMS Seattle Korean war display, which was well received by all. There was one strange anomaly, or communication glitch. The Korean war display was just that, on display only, while the IPMS Vancouver

club project, an excellent 1/72nd scale diorama of Kenley airfield on August 18, 1940, was the only entry in the category in which the KW display could have been entered. As I was one of the judges in that category, it prevented a difficult decision; a straight fight between IPMS Seattle and IPMS Vancouver, with one judge from each organization. To be fair, it would have been a difficult decision, for both club projects were of the highest quality.

The only real glitch was that the judging took considerably longer than expected, a problem that the organizers promised to fix for next year. Overall, it was a successful show, and I quite enjoyed myself.

Golden Age Stars of IPMS #9

Truth be told, I've never been a huge fan of **Marilyn Monroe**. The ditzy blonde routine doesn't do it for me, and her marriage to Joe Dimaggio has to be the most overanalyzed relationship of the 20th Century. Still, she had undeniable comedic talent; it's Monroe, rather than her co-stars in drag, who carries *Some Like It Hot*, and anyone who contributed to the success of *All About Eve* deserves respect.

Before she became Marilyn, Norma Jean Daugherty worked at Radioplane Co., a company founded by actor Reginald Denny, that produced radio-controlled target aircraft. In June 1945, a military



photographer was sent to the plant to take photos of women war workers. He quickly found the prettiest girl in the plant – which is why you see Marilyn holding a model airplane prop. For what is a radio-controlled target but a big model airplane?

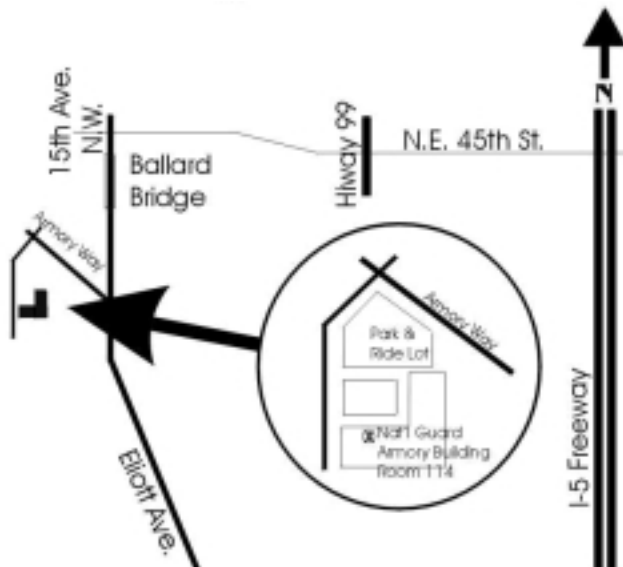
Thanks to Will Perry for the photo.

Meeting Reminder

Saturday, November 11

10 AM

**National Guard Armory, Room 114
1601 West Armory Way, Seattle**



Directions: From North or Southbound I-5, take the 45th St. exit. Drive west on 45th, crossing under Highway 99 (or Aurora Ave. North) toward N.W. Market Street in Ballard. Continue west on Market St. toward 15th Ave N.W. Turn left (south) onto 15th Ave N.W. and drive across the Ballard Bridge until you reach Armory Way (just as you see the Animal Shelter.) Watch for signs. Park in the Metro Park & Ride lot.

If coming from the South, take Highway 99 onto the Alaskan Way viaduct to Western Avenue. Follow Western Ave. north to Elliot Ave. until it turns into 15th Ave N.W., then to Armory Way itself.