

# Seattle Chapter News



Seattle Chapter IPMS/USA  
October 2014

## PREZNOTES



### The Advantages of Joining a Modeling Club

I came to the hobby of modeling on my own. A chance gift of an Aurora Swedish "S" tank for my eighth Birthday back in 1968 started the process, with my Father only showing interest enough in the hobby to help me past this first kit. From then on, I was basically on my own. Sure from time to time I spent a few hours modeling with friends, but they showed far less interest than I for the joys of constructing plastic kits: most of the time I was sat at the dining room table, the lone modeler. This state of affairs continued into my teens, firstly in the Scottish POW camp that was my Grandmother's home in Dundee, and then in Auckland and Dunedin in New Zealand while staying with two sets of aunts and uncles, and when I was finally reunited with my parents.

It wasn't until I moved to Seattle in 1984 that I discovered, much to my surprise, that people actually got together in groups on a monthly basis to share the joys of my hobby! I have been thoroughly hooked on being a member ever since. As mentioned in a previous PrezNotes, some of my closest friends over the years have been fellow IPMS members. And without close friends, IMHO, life is a fairly bleak existence.

However, along with new club mates, come other advantages to being a member of a model club. Recently I got together with two fellow members, to share my knowledge of using an airbrush. Nearly 30 years ago I had utilized a similar approach to learning to use this (to me) essential modeling tool. You can read all the books and articles in the world about how to use one, but NOTHING beats a direct tutorial from a fellow modeler. So three of us spent a very pleasant three hours sharing stories, learning a little more about each other, and with me providing hopefully useful information about how to improve the other fellows' airbrushing experience.

I also recently utilized club contacts to borrow some very interesting books on modeling the Bf 109, to help me with my recently resurrected interest in aviation modeling. I myself over the years have reciprocated and lent numerous books and magazines to fellow IPMS members. I also needed a particular paint color recently that I myself did not possess. I thought of taking a drive around the various hobby shops in the area to try and locate the right color, but realized that if I hadn't needed said color in the previous 30 years, it was doubtful I would need it for another 30. And since I literally only needed two drops and some thinner, why not see if someone I knew already had a bottle/tinlet? Sure enough they did, and were happy to let me have the required amount.

Anyway, that's enough for this month. Remember, our meeting this month is **October 18**. I hope a goodly number of you will be joining me on my annual trek north of the border to the Bonsor Community Center in Burnaby BC this Saturday, October 11, for the IPMS Vancouver BC Fall Show, details of which can be found at:

<http://www.ipmsvancouver.ca/page2/page2.html>

A very friendly atmosphere and lots of interesting models.

Cheers,

*Andrew*

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**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 on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:00 AM, except as noted, and usually last for two to three hours. Our meetings are very informal, and are open to any interested 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 \$25 a year for regular mail delivery of the newsletter, and \$15 for e-mail delivery, and may be paid to Spencer Tom, 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, WordPerfect, or text document for the PC would be suitable for publication. Please do not embed photos or graphics in the text file. Photos and graphics should be submitted as single, separate files. 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 - earlier would be appreciated! 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 2014 meeting schedule is as follows. All meetings are from **10 AM to 1 PM**, except as indicated. To avoid conflicts with other groups using our meeting facility, we must **NOT** be in the building before our scheduled start times, and **MUST** be finished and have the room restored to its proper layout by our scheduled finish time. We suggest that you keep this information in a readily accessible place.

**October 18**  
**December 13**

**November 8**

**IPMS/USA NEW MEMBER APPLICATION**

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

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Signature (required by PO): \_\_\_\_\_

Adult: \$25       Junior (17 years old or younger): \$12

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#)

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Check out our web page: [www.ipmsusa.org](http://www.ipmsusa.org)

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## **OHMS Show Report**

**by Djordje Nikolic**

Every year I make it a point to head down to the OHMS Show with my family. Great venue, friendly atmosphere, great deals as well as proximity to the Oregon coast make this show a must see.

We arrived in McMinnville on Friday, September 19, had to go to dinner at the tables in front of the museum while my daughter played on the big toy. Seeing all those cool airplanes in the dusk was really cool, camera was by my side at all times.

The next morning I headed over to the show while my family spent a day in the city. As soon as I walked in I noticed there was a lot of people registering models already and what caught my eye once I got done with the process is that OHMS has started using taller tables like IPMS Seattle, a really nice change. Quality of models displayed was excellent with some familiar kits as well as many new additions to the "show tour". I had many great conversations with OHMS modelers as well as our friends from IPMS Vancouver BC. Bill Osborn was the only member from IPMS Seattle to attend the show besides me; we were the only green shirts out there. I am grateful to the club that they sent their two best looking modelers to represent Seattle,

Speaking of vendors, John Geigle had the most tables as always and some deals that were too good to be true. I picked up eight Tamiya and Hasegawa models (1/48th and 1/72nd) for \$60, a bargain in my mind. Rare Plane Detective and many others were there too with show spectators and contestants scrounging thru the model kits at every corner.



The show closed at 4 pm with placing of the category awards as well as the special awards. It was a great show in all with lots of fun and lots of great models. I'm looking forward to continuing this tradition in the years to come.



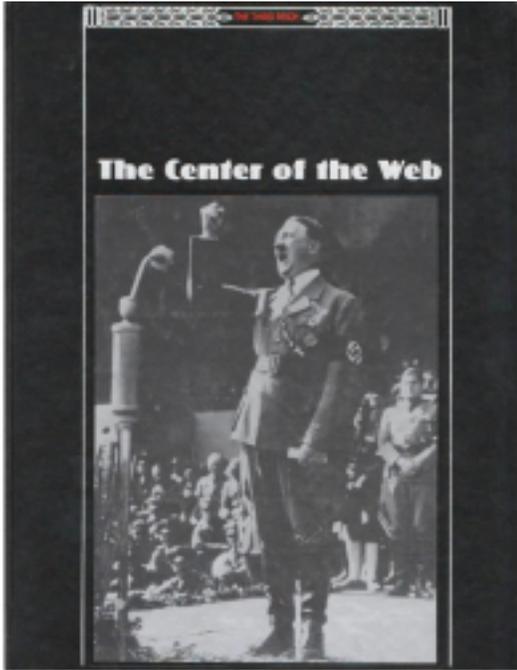


## Hurricane Bookshelf: POWERFUL, but Their Own Worst Enemies!

by Scott Kruize

Series: *The Third Reich*, by the Editors of Time/Life Books.

Copyright 1990. Each volume about 190 pages. Heavily illustrated with photos, artwork, charts, and maps.



I became interested in the Second World War by fifth grade. By the time I finished high school, I'd read many books on the subject. These included Winston Churchill's *The Valiant Years*, Edward Beach's *Submarine!*, Walter Lord's *Day Of Infamy*, Cornelius Ryan's *The Longest Day*, Robert Scott's *God Is My Copilot*, and of course *The Hurricane Story* by Paul Gallico. Mixed in was a book *The Rise And Fall Of Adolf Hitler*, whose author's name I don't recall, but I could see it was written for readers too young yet to tackle William Shirer's *The Rise And Fall Of The Third Reich*. (I tackled the latter book only in adulthood.)

What with all that reading, and much more in the intervening years, it might be thought that about as much was learned as could be about Nazi Germany. Not so!

Let me make an observation right here:

Particularly as the real people who fought the Second World War, including my father, age and die off, Nazi Germany more and more assumes the status of a demonic, mythical place. Something like Oz or Middle Earth gone really bad, or even some vicious, totally destructive culture on a weird alien planet. All kinds of impressions, factoids, stories, and legends jostle around and conjure up frightful images in the minds of ordinary non-historians, whenever attention is drawn to Nazi Germany. So when serious students try to cut through all that mythology, and instead soberly and dispassionately consider the Third Reich and the plain facts about it, what do they learn?

They learn it was very much worse. Worse to the rest of the world they tried so hard to dominate...but worst in their internal machinations.

This Time/Life series goes into this 'worst' in great detail. Working my way through various volumes, I found answers to a number of questions that I'd only half considered before:

What was the SS—which we justifiably think of as a really nasty police force—doing creating its own army? Isn't it extraordinarily difficult and expensive to try to have a whole separate organization, its training facilities and officer instruction schools, equipment and logistics, industry connections, chain of command, and role in the overall conduct of the war? Isn't this a serious waste of resources for a nation trying to fight a host of the enemies it has taken on?

Why wasn't the Navy given anything remotely resembling adequate help by the Air Force? Effective as the U-boat campaigns were against the shipping lifelines to Great Britain, they would certainly have been far more destructive had their vessels had sufficient protection for themselves and their bases. And enough reconnaissance far out to sea. And help in attacking Allied shipping. There should have been a German Naval Air Force; why wasn't there?

How is it that the aviation industry produced so many astonishingly ingenious and technologically advanced projects, while getting so few into effective production and deployment? For example, why weren't long-range heavy bombers ever developed? And what's with all the delays in getting effective jet fighter aircraft over the Homeland to deflect those vast fleets of Allied heavy bombers? How could they let these thousand-plane formations come over day after day, night after night, and lay waste to German cities—and the populations? What's with that?

How could devotion to one single man so overwhelm a whole highly educated, culturally advanced, technologically sophisticated country of nearly a hundred million people? How could so many of them, including nearly the entire political and military hierarchies, be so coerced as to have each and every individual member pledge personal loyalty to the body of that one man?

How could the war in Africa, where its local commander came with an eyelash of dislodging the British Empire from the entire Middle East, have been so mismanaged at higher levels? How could the unique opportunity to take Malta, and make the Mediterranean secure, have been ignored?

Why did the invasion of the Soviet Union go so bad, so quickly? The Union of Soviet Socialist Republics consisted of a lot of ethnic groups and small, formerly independent countries, held together primarily by force. As soon as the German military broke Communist control over these, how is it they weren't made into eager Axis allies? Had they been, wouldn't there've been ever-increasing momentum to roll right through and dismember the entire Soviet Union?

What about the employment of economic resources? How could they have been so squandered for short-term gains so as to increasingly cripple the entire economic system over only a few short years?

What about the education of young people? How and why could the highly advanced German institutes of both basic and higher learning been so gutted of any actual intellectual content? How could they have been transformed into 'factories' producing nothing but mindless, fanatical militaristic thugs? Obviously, anti-Semitism tore great gaps as Jewish intellectuals fled or were liquidated, but there was much more to it than that. It seems every effort was somehow directed to destroying any ability to do any intellectual work whatever!

This Time/Life series, volume by volume, goes a long way towards explaining these failures and anomalies. There was more short-sighted selfishness than forward thinking National Socialist vision; more petty bickering among petty tyrants over their own 'fiefdoms' than support for the nation and its efforts as a whole; less true leadership in the so-called 'Leadership State'.

Much explanation comes from what almost warrants being called the German point of view. That's not to say the series is sympathetic to the Nazi Germany cause, only that it tries to analyze the facts, as the history developed, as experienced by Germany and its conquest of a large part of the world.

A word to fellow modelers: this series has some wonderful photos and illustrations, such as excellent color photographs of the various service uniforms and other equipment. There are good analyses of how the various pieces of military hardware were conceived, designed, manufactured, and employed. Our models of U- and Schnellbootes, combat planes, armored vehicles, and figurines from the period can only be better for reading about them in these books. And we'll understand their significance much more.



After finishing each volume in the series, I breathed another sigh of relief to realize how much we escaped: how much more effective Nazi Germany could have been, and how much more bloody damage it could have done to the world as a whole, if only they'd done better at 'getting their act together'. It could be that we won the war against them only because: they could NOT!

## A Sticky Situation

by John DeRosia

First of all, I'm not a chemist, just a model builder. But I make educated decisions based on lots of research from many sources. Our hobby of course involves lots of glues and paints and a lot of plastic (styrene etc). So let me just give you my little slice of the pie about my glue of choice.

I use MEK Substitute and have been doing so for well over two years. Thank you Sheppard Paine (famous model builder and author) for first getting me on this track. In his books, Sheppard used MEK (Butanone, also known as Methyl Ethyl Ketone) . This chemical was found to be a really harsh glue and health hazard. So, per EPA and 1001 agencies, the MEK was replaced with MEK Substitute. (Geez – now there's a catchy name!)

I used to use Tenax and other liquid glues. But for one bottle of glue going for upwards of around \$4.00 – it adds up fast for builders like me. For some reason that I can't recall, the 'marketing' of this was that it was new space age glue. Then I kept thinking of the Space Shuttle coming back to earth and sitting on the runway for hours while the poisonous gasses were bleeding off the space craft....what the?...space age sounds dangerous now!

When I asked a few people what they knew about this MEK stuff, they laid their hands on me and started praying. "Do not use this glue brother for you will disintegrate the first time you use it". Well, it sounded something like that. But it got me to wondering. What is going on with MEK and Tenax and other liquid glues anyway?

I thought I would look up some specs on Tenax (You can also find out about whatever glue you actually use). I finally found some specs - but you have to dig with a good shovel. The individual bottle does not begin to relay some of the information for the specs on Tenax...I was 'drinking' bottles of Tenax (you know what I mean!) and the wallet was taking a big hit every time I bought a bottle.

The government requires all chemicals in use to have something called a Material Safety Data Sheet. It may be nicknamed by some different names, but it has to list out everything you ever wanted to know about a chemical and then some. Part of these Data sheets I think is if some alien from another planet invades and needs a drink, we can warn them what is good and what is bad. Of course Fire Departments need to know etc....

Here is a small sampling of the Data listed for Tenax:

Tenax:

SECTION VI - Health Hazard Data

Route of Entry: Skin YES

Route of Entry: Ingestion YES

Route of Entry: Inhalation YES

Health Hazards - Acute and Chronic DAMAGE TO LIVER, KIDNEYS, LUNGS, BLOOD, CNS

Carcinogenity: NTP NO

Carcinogenity: IARC YES

Carcinogenity: OSHA NO

Explanation of Carcinogenity CONTAINS A SUBSTANCE THAT IS LISTED AS AN IARC PROBABLE HUMAN CARCINOGEN

Symptoms of Overexposure INHALE: HEADACHE, NAUSEA, VOMITING DIZZINESS, NARCOSIS, WEAKNESS, FATIGUE, IRRITATION OF RESPIRATORY TRACT, CNS DEPRESSION, METHGLOBULIN FORMATION IN BLOOD, PULMONARY EDEMA, UNCONSCIOUSNESS, MAY BE FATAL. SKIN: IRRITATION, DERMATITIS EYE: IRRITATION, TEMPORARY CORNEAL DAMAGE. INGEST: SAME AS INHALE SYPMTOMS

Medical Cond. Aggrevated by Exposure CARDIOVASCULAR, HEART, LIVER/KIDNEY, CNS DISORDERS, HEAVY DRINKERS/ SMOKERS

Emergency/First Aid Procedures INGEST: CALL PYSICIAN. IF SWALLOWED, DO NOT INDUCE VOMITING. INHALE: REMOVE TO FRESH AIR. IF NOT BREATHING, GIVE ARTIFICIAL RESPIRATION. GIVE O2 IF BREATHING DIFFICULT. SKIN: IMMED. FLUSH W/ PLENTY OF WATER FOR AT LEAST 15 MIN. WHILE REMOVING CONTAMINATED CLOTHING & SHOES. EYE: IMMED. FLUSH W/WATER FOR AT LEAST 15 MIN

Specific Hazard and Precaution DAMAGE TO LIVER, KIDNEYS, LUNGS, BLOOD, CNS. MAY BE FATAL. MAY CAUSE TEMPORARY CORNEAL DAMAGE

Okay, you've glanced at the above – or if football wasn't on, you may have actually read the entire thing. Scary isn't it? Guess what – similar words appear for MEK Substitute, a lot of glues and paints we use etc...you don't believe me? I dare you to actually read the paint label on a spray can sometime, let alone the Data Sheet.

Should we now all switch to kid safe glues – like Elmer's for instance? Not me! Pick up a model the wrong way with the water glue - it will fall apart for sure.

Because I practice safe modeling (lots of air flow, not in a closed room etc) – I now have a choice, mostly wallet wise. The Data sheets are all so similar in warnings. But here is what I did.

I went to the local hardware store and bought a GALLON of MEK Substitute for \$26.00. (Note- it also comes in cheaper Quarts!) I did this in the summer of 2012. I'm sure it has gone up since then, but what hasn't?

I also had kept about 12 empty bottles of the Tenax. I took those empty bottles and filled them all with MEK Substitute - easier to handle than the gallon container. I also have an old Testors glue bottle with a brush in it. I use the Tenax bottles to refill it with. To date (since 2012), I have refilled those bottle about three or four times since. And you know what? I still have at least 1/2-gallon left of the MEK Substitute.

How does the glue work? Fantastic, awesome, superb, great and a few other generic words that escape me at the moment. I have used the glue on several different types of plastic and it bonds them well. ABS is one it does not seem to work on as well. But then one kind of glue does not work for all things in the universe. Dig/read enough and you will also find MEK is in a lot of model based glues.

Let me end up with just a little modern math for you (oh, oh - I said that four letter scary word, 'math'). Don't worry – it's simple.

1 bottle of Tenax (1 Ounce) = \$4.00 / bottle  
(I'm using this rounded off dollar figure for this example- your glue may vary for the bottle price)

1 Gallon = 128 Ounces

So if I were to buy 128 bottles of 1 ounces glue at \$4.00 = \$512.00 Wow!

The gallon of MEK Substitute at \$26.00 means 128 refills of my 1 ounce bottle = \$.20 each. Yes! Twenty (20) cents per bottle.

So there you have it. \$512.00 or \$26.00?? That is the question.

Make a smart decision, check up on data for your glue you use, and keep having a world of fun and very safe model building!

**\$512.00 for 128 Bottles**      or      **\$26.00 for 128 Bottles**

## HobbyBoss 1/48th Scale Focke-Wulf Fw 190D-9

by Hal Marshman Sr.

This is a HobbyBoss Fw 190D-9 in 1/48th scale. The model depicts the machine of Oberleutnant Hans von Dortenmann as it must have looked on May 5, 1945, when he lit the fuse to destroy it. The Ober Leutnant was made Staffel Kapitaen of 3./JG 26 on March 29, 1945. At that time, his "Black 1" became "Yellow 1". To depict this change, I first added a small amount of RAF Sky to my RLM shades 82 and 83, to fade them somewhat. It was problematic as to how to depict the partially removed Gruppe wave emblem. I finally tried to overpaint a decal with really dark gray for the black segment of the RVD stripe, and a very pale gray for the white side. Note that the "Yellow 1" is much stronger in shade, as it was only on the airplane for a little over a month, whereas the yellow tail had been there since September 44. I feel that maintenance of the paint work must have been very low on the priority list at that late period of the war, due to many reasons, so have shown more exhaust and gun carbon than I would normally, dirt streaks, and much dinging where areas were abraded by people's boots, tools, prop blast, and action by the slack antenna cable. Note that there no metal chips on the prop blades. The props on this bird were wood composite, so I've used shades of gray to represent abrasion. I scratch built the seat belts and buckles, landing gear position indicators, and brake lines. All guns are aluminum tubing, the pitot tube is aluminum tubing with a brass rod probe. Decals were from EagleCals.

This model represents the third operational Dora -9 to come off the assembly lines at the Focke-Wulf plant at Sorau, and was assigned to von Dortenmann in late September of 1944. When von Dortenmann destroyed the airplane, it was the longest serving Fw 190D. While operating this machine, von Dortenmann added 18 victories to his record, and was awarded the Knight's Cross of the Iron Cross.





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### **Tour of the Proposed 2017 IPMS National Convention Site Tacoma, Sunday October 19, 11 AM**

We have arranged another tour of the proposed site for the 2017 IPMS USA National Convention: the Greater Tacoma Convention and Trade Center, 1500 Broadway, Tacoma, WA 98402. This will allow those who are interested to see the site but yet have not been able to attend one of the previous tours, or those wishing another opportunity, to view things. The group will meet at the Convention facility at 11 AM, with parking in the neighborhood being free. At the October chapter meeting, we will discuss carpool opportunities. So mark your calendars!

Cheers,

Tim Nelson and Andrew Birkbeck  
Co Chairs, 2017 Bid Committee

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## Revell 1/24th Scale Original Mini Cooper (California Wheels series)

by Andrew Birkbeck

The “original” Mini was produced from 1959 to 2000 by the British Motor Corporation and its successors, British Leyland and the Rover Group, designed by Alec Issigonis and marketed under the Austin and Morris badges. The Mini Cooper was the “Sports” option that was developed by legendary race car maker John Cooper. The key here is that not all Minis are Coopers although most Americans know the Mini line of cars as “Mini Coopers”.

This car kit has its origins in Europe, being first introduced by Revell Germany before being reboxed for the US market by Revell here in the States. The kit consists of just under 130 parts, molded for the most part in white plastic or white plastic coated with “Chrome” plating. There is also a clear parts sprue for the windows, headlight lenses and turn signals, along with four “rubber” tires, and a decal sheet. Ironically, despite this kit being marketed under the “California Wheels” series, and with the box top showing a built up kit sitting atop a map of California, the kit is lacking in California license plate decals!



The instructions for this kit are very nicely laid out over 16 pages of exploded diagrams. Of great interest to me was a listing of each part in the kit, and a description of what it was, so that for those like me not totally familiar with automobile parts, I could easily work out what all the bits in the engine were! Painting information is called out in each Section of the instructions, and I encountered no errors in the instructions. The parts themselves are fairly well molded, though there were a few parts with sink marks and ejector pin marks. The parts also have the expected mold lines around the parts, which on the white plastic parts is no problem to remove and clean up. However, what about the Chrome parts? To remove the seam lines, you end up removing the Chrome plating! On the review model I touched up the missing chrome with Floquil Old Silver paint, but this was much duller than the shiny chrome plating. When I build a model with such chrome plating in the future I will strip off all the plating (soaking the parts in bleach will achieve this), clean up the seam lines and any sink marks or ejector pin marks, and then re-spray the parts with a product like Alclad Chrome.

The model comes with a fairly detailed engine, and assembling this starts off construction of the kit. Parts need careful painting before being glued together, as the engine compartment is very cramped, and you won't be able to get a paint brush in there after the fact, so to speak! Make sure you test fit everything before applying the glue, and that you have the parts the correct way up, as it is definitely possible to glue things in the wrong way. Also make sure you follow the assembly sequence carefully, as for example you can't glue in the engine compartment side walls and radiator to the chassis frame prior to gluing the engine in place.



The model contains parts to build either a left hand or right hand drive vehicle, so keep an eye out for the alternative parts for each version, starting with the assembly of the engine compartment. In assembly Section 5, part 29, the engine air duct, had a major seam line on it that without very careful clean up will result in damaging the fine corrugations. I also felt the part was too short in length.

The tires for the kit have decent tread detail, but incorporate a seam line that needs carefully sanding out. The quality of the rubber tire moldings is adequate, and not the best. The tires are matt in texture, which is very nice. Be careful when assembling the three part inner/outer wheel halves and brake unit, parts 50/51/52. There is a right way and a wrong way around to installing the rubber tires onto these units. Do it one way and you get a fairly flat tire where the rubber meets the road. Do it the other way, and



you get a big ridge so that only part of the tread section touches the road. Also, for whatever reason, one of my rubber tires had a large “chunk” missing from it! Not sure if this was some sort of short shot or what, but thankfully I was able to install the tire in such a way as to hide this issue!

The cabin interior of the model is fairly well detailed with separate floor mounted gear shift, hand brake release, and a three pedal unit (brake, clutch, and accelerator). Again remember that you have a left or right hand drive option, so choose your parts accordingly. The console for the speedometer is a plastic part, with a decal, for decent detail. The seatbelts for the driver and front passenger are plastic parts (they mount to the door pillars), while those for the rear seat passengers are decals, which I don't think are particularly effective, lacking dimension. Those of a more fastidious nature most likely will consider producing better

detailed ones from scratch, perhaps from lead foil, suitably painted? I took a hobby knife and scraped away about a third of the plastic on the front seat belts, in order to thin them down, parts 63 and 67.

The hood (bonnet!) should be workable if you follow the construction assembly sequences properly. Mine unfortunately won't be, as I wasn't paying attention. I painted the main body unit Tamiya XF-3 Flat Yellow, mixed with some X-22 clear gloss. This turned out very nicely, and I left the hood and body to dry for several days to insure the paint was good and dry. If you look carefully at the box top built kit, or any good color reference photo, you will see the Mini Cooper has a chrome strip running from bumper to bumper along the base of the body shell. I agonized over whether or not to try to incorporate this on my review model, fearing that I would mess it up. Initially I thought of masking the area, and spraying the area a suitable “Chrome” color, but it was so small and curvy at the wheel arches, and I couldn't find any masking tape that would “bend” around the curves. Then I remembered that a car modeler friend of mine is always hunched over his models, with Bare Metal Foil, a new blade in his scalpel, and a Q-tip, applying small sections of foil to just such areas on his models. Again, I agonized over attempting this procedure, but eventually decided to give it a try. And while in no way perfect, I managed IMHO to get it looking “okay”, and will definitely be working to improve this technique on future car projects. The body with metal foil was then sprayed with a couple of coats of Tamiya X-22 Clear Gloss to seal the foil.

The last part of assembling the model consists of carefully gluing on the various chrome and clear parts. I painted the rear brake light lenses Tamiya X-27 Clear Red. I used Gator's Grip Acrylic Hobby Glue to attach the chrome parts. This is an Elmer's Glue looking adhesive that goes on white, but dries clear, and has quite good holding properties. Any excess can be removed with a Q-tip and water. The windows on the kit are a series of separate individual window pieces, rather than say a one piece window “unit” as some kit makers provide. They are very clear, and well molded. They probably should have been (very carefully) masked and then the “rubber seal” area airbrushed black. I myself didn't do this. The fit was extremely good, with the parts being held in place by Testors Canopy Cement. The big plus of Revell's windows in this kit is that they glue from the outside, so the windows can be installed last in the finishing sequence.

The decal sheet is well printed, with everything in register. As mentioned earlier, there aren't any California license plates for this “California Wheels” series kit, but there is what purports to be a personalized Wisconsin “collector” plate that says “MINI”, an Illinois plate that says “COOP”, and what appears to be a pre-1994 West German personalized plate that says “MI-NI 998”. There are also country vehicle stickers for a number of European nations: F: France, CH: Switzerland, A: Austria, GB: Great Britain, B: Belgium, I: Italy, NL: Netherlands, D: Germany. But no license plates to go with all but one of them!



Overall this kit builds into a decent model of the original Mini Cooper. The weakest parts of the kit are the rubber tires and their wheel hub parts. The tire seam is quite tricky to remove successfully, the rubber parts were a bit “rough”, and they could have been designed a bit better for a crisper look. However most of the other parts fit together quite nicely, were well detailed, and the clear window parts are particularly nice. The kit is also reasonably priced, and thus offers the modeler good value for their hard earned money. With a little TLC, a nice model of this historically very important car will result from the builder’s efforts. I would like to offer my sincere thanks to Revell for allowing IPMS USA the opportunity to review this model kit.



## Comrades! Lend Me Your MiGs!

by Scott Kruize

'MiG Dynasty' will be the next special quarterly model exhibit at the Museum of Flight. It will replace the display of forest-fire-fighting water bombers that went in on October 2. The MiG Dynasty display is scheduled for early December, and I'd like to have everything organized by then. If there's a postponement to the beginning of January, I'll let everyone know as soon as I do.

We want to show the museum visitors how important MiG fighters have been, starting with the MiG-3 of 'The Great Patriotic War', and going through the Cold War right up to the present day.

Here's my plan for the MiG Dynasty display. We have two display cases. I want to use one for 1/48th scale models of the main MiG fighters:

MiG-3, -15, -17, -19, -21, -23/27 series, -25 (astonishing DEFECT-ION story!), -29, -31, -35.

The second case will be 1/72nd scale, open to any and all contributions. The MiG jet fighters -15, -17, -21 all served in huge numbers with multitudes of air forces, and the -19 and its derivatives not only made the core of Chinese airpower for a long time, but have been sold in numbers to client states.

All by itself, a complete set of MiG-17s in the livery of all its comradely operators would overfill the largest display case!

Some of the more obscure or experimental MiGs are available in 1/72, including the MiG-9, the first Soviet jet fighter, 'lash-up' though it may have been, to serve in some numbers.

Please, you prolific builders: help provide for this epochal exhibit. If you've never done such before, note that the MOF's display cases are sealed against curious fingers...much safer than displays at contests and shows.

Comrades: you won't get any pay, like money-grubbing corporate-capitalist running dogs always grasp. But you WILL help enlighten the proletarian Workers of the World and their families about the glorious revolutionary role that MiGs have played in aviation history!

Regards,

- ScottK,  
Commissar for the duration of the MiG Red Menace Exposition



## 2015 Spring Show 'Modelfy'

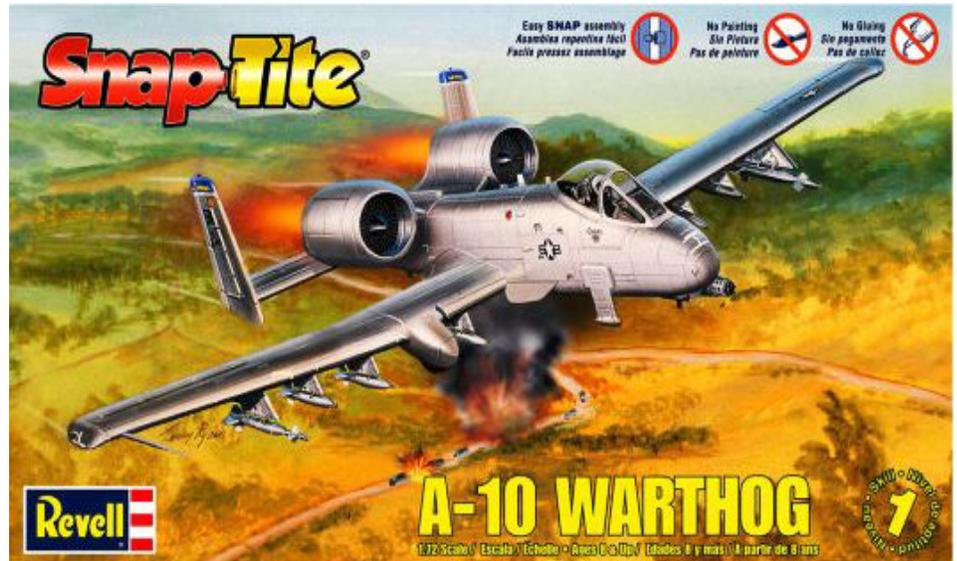
by Brian Hennessey

IPMS Seattle always has a 'special' category for their Spring Show (contest) in April every year. It is usually based on a theme or a notable anniversary for that year. Occasionally it is a theme we have titled 'Modelfy'. We have defined 'Modelfy' as a verb, to modify a model in a way that only a modeler can. It is a refined 'kit-bash' based on a particular subject. Use any kit, in any scale and just have at least one recognizable part of the stated theme. It is as fun and whimsical as you want to make it.

Next year's show (2015) theme is to be 'Modelfy'. The subject is the A-10 Warthog/Thunderbolt II. Build **any** kit of it, in **any** scale with at least one recognizable part.

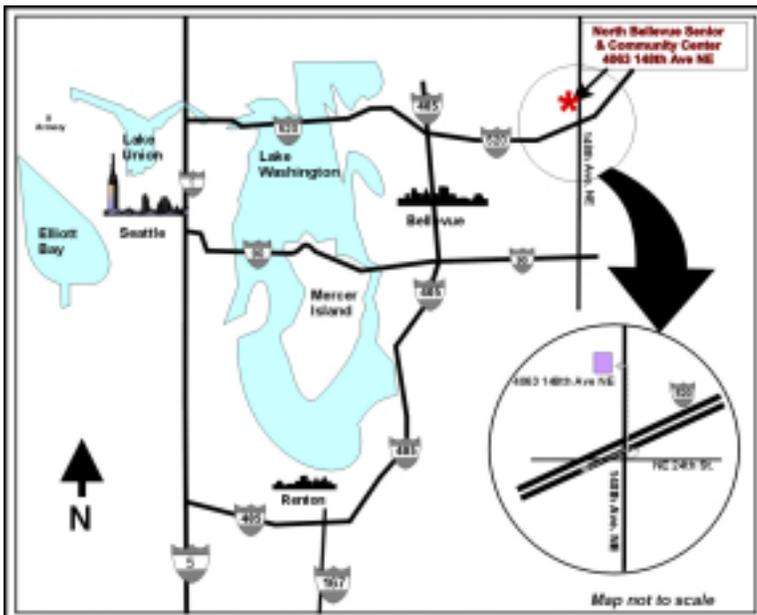
This subject should be fairly accessible as I have even seen a snap-tite version at the local Fred Meyer store. Many should have one in their stash or parts bin so here is your chance to rid yourself of some unwanted plastic.

Get those creative juices flowing and good luck!



## Meeting Reminder

## October 18



**North Bellevue Community/Senior Center**  
**4063-148th Ave NE, Bellevue**

**Directions to NBCSC:** From Seattle or from I-405, take 520 East to the 148th Ave NE exit. Take the 148th Ave North exit (the second of the two 148th Ave. exits) and continue north on 148th until you reach the Senior Center. The Senior Center will be on your left. The Center itself is not easily visible from the road, but there is a signpost in the median.