



What We Devote to, and Get Out of, Our Hobby

Each one of us approach our hobby differently, for different reasons. That’s why it’s called a hobby, and not work. Each one of us derive what we value out of the process, differently. The research element, the little challenges, the artistic revelation, the sense of accomplishment. For some of us, the delight of uncovering unexpected history is the driver; while others look at their work and think about what could be, far into the future. We can all agree that we are better off having found this amazing pastime, and the relationships we have entered into and nurtured along the way.

I have a point here that I am working toward, and it involves that last part – reaching out and socializing with our modeling peers. Roughly 30 years ago a man named Ted Hollowchuk sent out an invitation to come to his place to play a game of softball, eat some food, drink a few beers, and to build models. I may have parts of this wrong, since this was before my time in the PNW. But that one event spawned a weekly gathering called ‘Thursday Night Irregulars’, or ‘TNI’ for short.

After I had arrived in Redmond and modeled alone for a few years, I went to a shop in Ballard called American Eagles and learned from its owner about a group of folks that met to model together in the back of his store, once a week. At the time I worked across the street so I would just come home late on those evenings and attend those sessions. There I met several of the people we all know, in our current IPMS club. My work moved to Kirkland, and with it my appearances in Ballard fell off. My wife and I soon had kids and *life* took over. A few years later, once my boys appeared to be sentient, I again picked up the hobby in earnest and attended an IPMS meeting in Bellevue, the very location we meet at now. At that first meeting, a gentleman named Jim Schubert approached me and asked me if I knew about the TNI group, and if not, would I be interested in attending a ‘meeting’ at someone’s house to eat, drink, and model.

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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. 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.

Editorial Policy

Our newsletter is prepared with the goal of providing information that educates, informs, and helps expand the skills of our membership about our hobby: plastic scale modeling (including resin, vacu-form, and 3-D printed scale models). All content related to the hobby are welcome. Examples are:

Plastic Model kit reviews, plastic modeling tool and paint reviews, plastic model build techniques, tips, and tricks, plastic model build articles, original model subject research and reference, Model Show reports (text and visual), model subject museum tours (text and visual), Airshow, Car Race, or other model subject shows and activities (text and visual), plastic model industry news, Seattle IPMS Chapter news.

We strive to provide content that encourages interest in plastic scale modeling and that fosters enjoyment and enrichment of the hobby. To present content that is focused, useful, and interesting to the wide range of our audience. The newsletter should significantly aid in the learning and informing of the scale modeling hobby in an earnest and honest voice. We welcome content that can be used to present new and interesting information about scale modeling, that enhances the experiences of our membership.

The Newsletter Editor is responsible for soliciting materials to be published, determining features of the publication, setting and enforcing deadlines, making a final determination about what will be published in an issue, coordinating frequency of publications, and overseeing all operations of the publication. This position retains full authority over editorial content to protect the interests of our organization. They work as part of a team that sets guidelines and expectations for authors, and reviewers. The Newsletter Editor serves at the pleasure of the Seattle IPMS E-Board, and is a wholly voluntary position. The Newsletter Editor reserves the right to adjust grammar, spelling, and matters of consistency in submitted content. Questions about editorial decisions or editorial policies should be directed to the [Chapter President](#) and the [Newsletter Editor](#) via e-mail.

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If you use or reprint the material contained in the newsletter, we would appreciate attribution both to the author and the source document.

Seattle IPMS Website and Facebook Page

[IPMS - International Plastic Modelers Society - Seattle Chapter \(ipms-seattle.org\)](http://ipms-seattle.org)

[Facebook Page \(https://www.facebook.com/groups/IPMSSeattle/\)](https://www.facebook.com/groups/IPMSSeattle/)



Vargas Scale Models WW1/WW2 Italian Cannone da 149/35

By Rick Taylor



Introduction

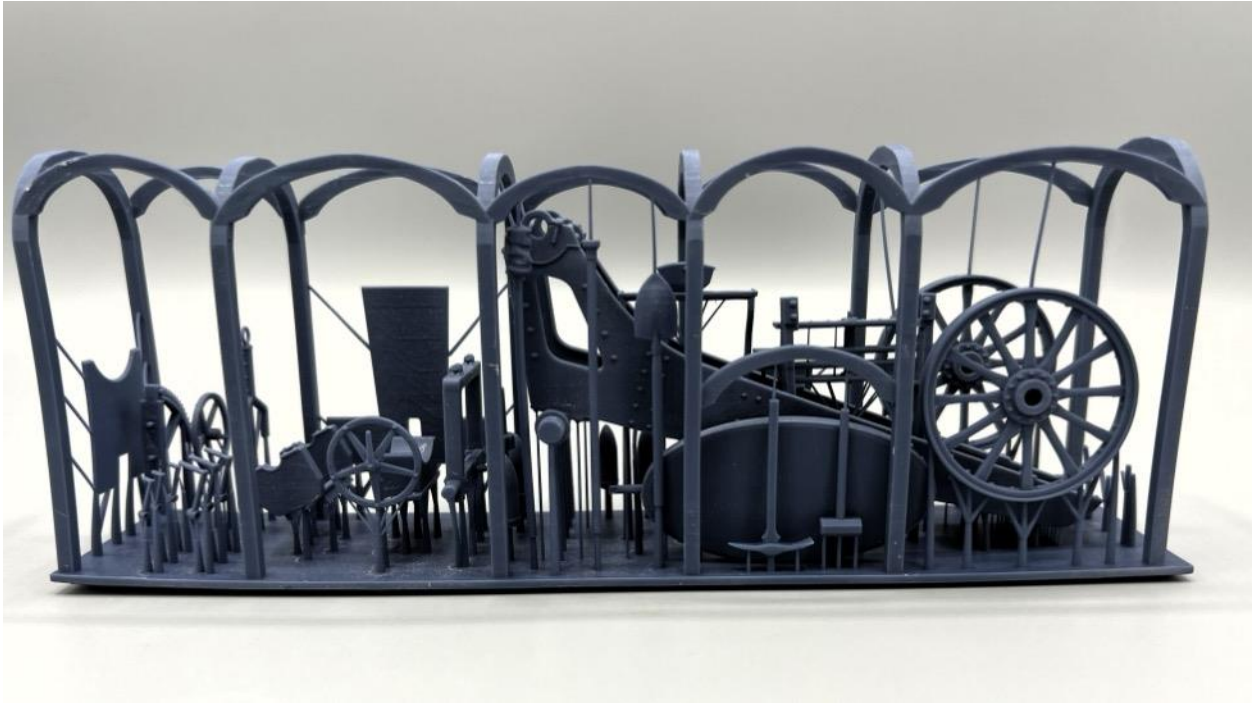
In WW1, the Italians found themselves short of heavy artillery and were forced to rely upon some very old weapons. The Cannone da 149/35 was already obsolete when it was introduced in 1900. It lacked a recoil system and instead relied upon wooden ramps and a heavy box under the trail to handle the recoil. This forced the gun to be re-laid after each round making it very manpower intense and giving it a painfully slow rate of fire. However inadequate and obsolete, it was better than nothing. Shockingly, this weapon was still in use by the Italian army in WW2.

Review

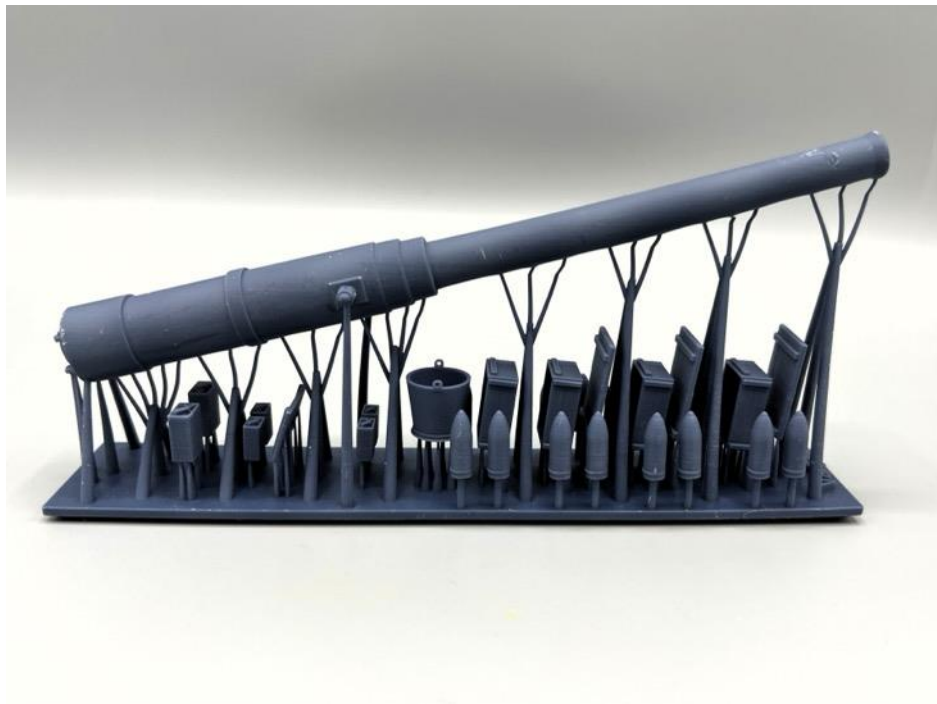
Vargas Scale Models in California specializes in interesting and unique subjects from World War One and the Interwar periods in 1:35th scale. All are CAD designed and 3D printed in resin. Sales are direct to the modeler at www.vargasscalemodels.com

The kit is packaged in a small sturdy corrugated cardboard flip top box. Inside are the instructions, and zip-lock bags with 88 3D printed resin parts cushioned in bubble wrap. The instructions are two double-

sided pages printed in color. They consist of CAD renderings to highlight the assembly. There are no painting instructions or decals, although they would be very nice for the ammunition. No photo-etch is included or needed.



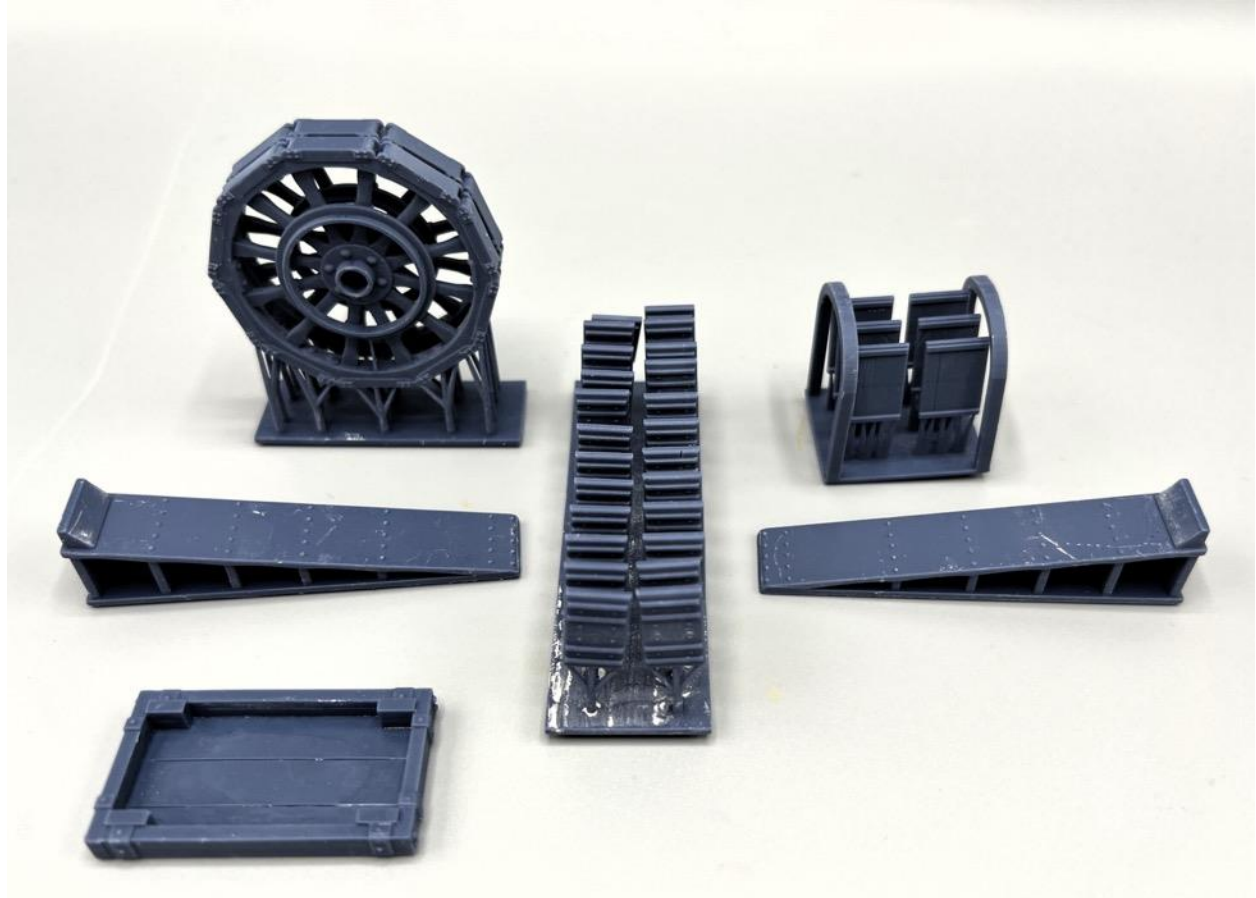
The parts are printed in a gray resin. The kit includes the gun, limber, recoil ramps, trail box, 20 loose rounds of ammunition, water bucket, sponge, pioneer tools, ammo boxes with lids and a name plate. This nice set of implements and ammo gives the modeler everything needed to create a nice vignette or



small diorama – just add figures and a base. The gun can be built in travel mode or firing position; but, can't switch between the two. The detail on the gun is excellent. Striations are the bane of 3D printed kits. On this kit, they are very minor, and most are addressed with the right primer.

Build

3D printed parts don't have sprues like styrene kits or pour plugs like cast resin kits. Instead, the parts are grouped onto rafts for printing and held up by a forest of supports. The first step on a 3D printed kit is to remove the parts from the supports. This is quickly handled with an old pair of nippers and a sharp hobby knife. Start from the outside and first snip off the support as you would a sprue gate. Then snip



off the bottom of the support from the raft to allow access to more supports. There are no pin holes or air bubbles to fill. No matter how well printed, some of the parts exhibit minor 3D print lines. Priming the unassembled parts with an inexpensive rattle-can sand-able, automotive primer or a good self-leveling hobby primer like Mr. Surfacer 1000 in a rattle-can will fill most of these striations. The remaining striations can be sanded out.

Once the parts are separated and cleaned up, the assembly is trivial. Care is required with the small, delicate parts. The instructions are minimal but adequate. Although the parts fit is excellent, dry fit everything before assembly. I was able to remove the parts from the supports, clean them up and assemble the kit in a single 5-hour build session. I use a Godhand resin nipper for removing the 3D supports. The kit was clean and well cured so no additional washing or curing was necessary. I assembled the kit using black "tire" CA from Bob Smith Industries (BSI), part number IC-2000. This is my go-to adhesive for resin kits now. It has better shear strength than the thin or medium CA's and has just

the right cure time to allow proper positioning. The fit was good, and no putty was used. I built the kit straight from the box. As I was going for a well-worn weapon, I distressed the wooden ramps and trail box with file edges, a hobby knife, and a small Dremel.

Painting and Weathering

Everything was primed with Mr. Surfacer 1500 black and remaining striations and imperfections were sanded out. I airbrushed the ramps and boxes with Vallejo 70.834 Natural Wood followed by an application of Raw Umber oil paint. After a couple of hours in the model dryer, the excess raw umber was wiped off with a cotton swab to leave a wood grain appearance. I applied a thin coat of Tressemme 3 hairspray followed by a coat of Tamiya XF-74 JGSDF OD. About half of this was then scrubbed off with



a water dampened brush. Once dry, I sealed in this layer with Alclad Aqua Gloss and applied another layer of hairspray. I airbrushed a light, uneven coat of Tamiya XF-73 JGSDF Dark Green and immediately scrubbed about half of that off with a water dampened brush.

The gun itself got a similar three-color hairspray treatment. I started with Tamiya XF-65 Field Grey followed by hairspray and a light coat of LifeColor UA-213 Grigio Verde Charo for the base color. About a third of this was scrubbed off with a damp brush. This was then sealed with Alclad Aqua Gloss before applying hairspray and a light uneven coat of Tamiya XF-76 IJN Gray Green. About half of this was then scrubbed off with a soft damp brush. It is a lot of steps and a lot of work, but this is the only technique I've found that yields that old, uneven beat-up look. After a dot filter of various Winsor and Newton oils,

I did the detail painting before sealing it up with a final coat of Aqua Gloss.



I used the VMS Smart Chipping paint for the first time on this kit. I applied it with a sponge held in a cross-lock tweezer then cleaned it up with a water dampened brush – sweet! I think I have a new go-to solution of chipping. I pin washed the details with AK Streaking Grime and cleaned it up with a make-up



sponge and an old soft brush dampened with mineral spirits. I applied a bit of AK Track Wash along the metal edges and feathered with the damp brush. After a flat coat of Model Master Flat Lacquer, I lightly dry brushed the details with Winsor & Newton Yellow Ochre oil paint and rubbed the metal edges with an HB pencil and some Uschi Chrome pigments. I applied a slurry of AK various pigments and mineral spirits to the wheel shoes and scrubbed most of that off with a make-up sponge after an hour in the model dryer.

All total, I put in 36 hours on this beast - 5 hours to build and 31 to paint and weather. I'm happy with the kit and the results.



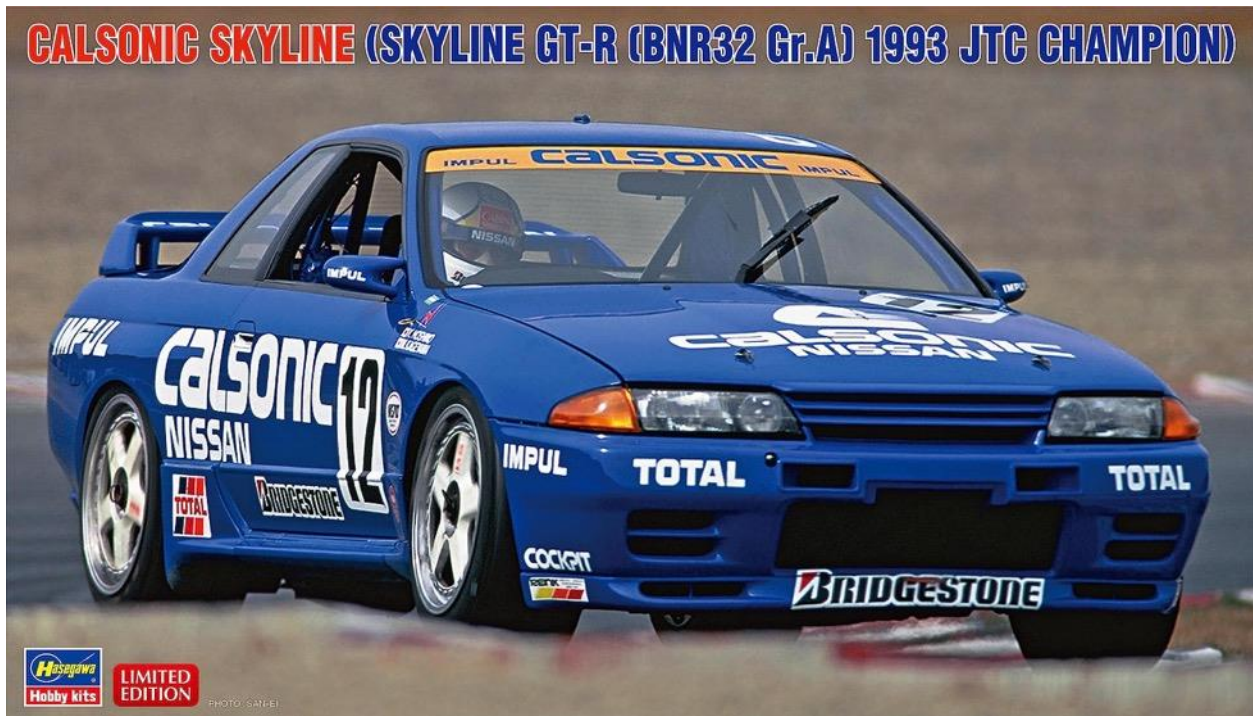
Conclusion

This kit again highlights how the CAD and 3D printing technologies can give us great kits of very obscure subjects at a reasonable price point. The kit builds into an excellent replica out of the box. Due to the need for CA glue, it is more appropriate for experienced modelers. I highly recommend the kit. I love that Vargas is doing these obscure subjects and hope that he keeps cranking them out. Thanks to Vargas for providing the review kit.

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Hasegawa 1/24 Calsonic Skyline GTR (BNR32 Gr. A) 1993 JTC Champion

By Elbert Lin



The BR32 Skyline GT-R

The [Nissan Skyline GT-R](#) was based on the [Nissan Skyline](#) model range. The Skyline is a range of cars that have been in production since 1957, originally produced by the Prince Motor Company. Nissan obtained the brand after the companies merged in 1967. The Skyline is traditionally available in coupe and sedan versions, but has also seen wagon and cross-over versions over the years. As of 2024, 14 generations of Skyline have been produced, and the latest model is still on sale in Japan

The first cars named "Skyline GT-R" were produced between 1969 and 1972 under the model code KPGC10, and were successful in Japanese touring car racing events.



This model was followed by a brief production run of second-generation cars, under model code KPGC110, in 1973. Due to the effects of the ['73 Oil Crisis](#), GT-R production was stopped due to plummeting sales. GT-R stands for "*Gran Turismo-Racing*", using the Italian naming convention, which was chosen as a marketing tool to enhance sales.



After a 16-year hiatus, the GT-R was re-introduced along with the 8th Generation Skyline family, code BR32. The BR32 GT-R was a road coupe, powered by the 2.6L straight-6 twin-turbo [RB26DETT](#) engine,



which produced 276 hp stock. Rumor had it that this was a very conservative measurement by Nissan, that in fact the engine produced in excess of 327 hp stock.

Unique features of the GT-R were the four-wheel drive system, called [ATTESA E-TS](#), an electronic torque-split

system which uses a mostly rear-wheel drive system but can drive the front wheels up to a 50:50 split when rear wheel slip is detected, and [HICAS](#), a 4-wheel steering system.

You could go to a Nissan Prince dealer in 1989 and buy a BR 32 GT-R for 4,490,000 yen, which was around \$31,000.00 at the time.



The BR 32 GTR [NISMO](#) was produced in 1990 as Nissan was competing in [Group A](#) racing, which required a production of at least 500 units.

Total production was 560 units, 60 of which were produced to be converted into race cars. Differences



from the production GT-R included aerodynamic updates, weight-saving moves, and changes for adherence to Group A regulations (removal of ABS, etc.). The NISMO GT-R was offered for sale at Nissan Prince dealers for a 235,500-yen premium, or an additional \$1,624.00.

The BR32 GT-R dominated the [Japanese Touring Car Championship](#), won all 29 races it entered in the series, as well as taking the series title every year from 1989 to 1993. GT-Rs took victory at the 1991 Spa 24 Hour race and decimated the competition in Australian racing. The GT-Rs victories in Australia – three Group A Championships between 1990-1992 and [1st place at the Bathurst 1000](#) in 1991 and [1992](#) – led the local press to dub the GT-R "Godzilla."



For more detailed racing history and very interesting period video please click [here](#).

The BR32 Skyline GT-R in 1/24 scale: A Short History

The BR32 Skyline GT-R is still one of the most popular automotive subjects in Japan, so every major Japanese model company has produced a version in 1/24 scale over the years. Tamiya was first, releasing their version in 1989, in conjunction with the release of the actual car. Fujimi released their first version later in 1989, as did Aoshima.

(Fujimi also released [a 1/12 scale](#) kit that came with metal parts, functioning steering, doors, hood, and trunk!). Over the last 35 years, each company has re-released different versions with additional parts and decals, but the fundamental models have remained the same. Each of these versions suffer from issues, in addition to all of the base molds being 35 years old.



The Tamiya kit has been the gold standard for years, has good basic shape, but shows its age. The body is a single piece with only separate hood, interior is a single-piece tub with missing details, a one-piece window that has fit issues, lack of suspension detail, and tends to suffer from A-Pillar warping. It does have an "engine", but one without most of the plumbing. For the NISMO race versions you have to do some drilling without clear guides. And although Tamiya has re-released various versions over the years, most of these are already old, so the decals tend to be yellowed, necessitating an after-market solution, of which there are many.

Consensus on the Fujimi kit is that it has good body proportions, but there is no engine detail, the suspension detail is very basic, one-piece windows, and the interior suffers from lack of detail.

The Aoshima kit has strange proportions, and lacks a lot of detail as well. Some versions do come with an engine, but again lacking most of the plumbing it is far from complete. Both kits have wrong details for the NISMO race version, and suffer from age.

The Kit

Into this comes Hasegawa, the only company that has never released an BR32 Skyline GT-R. The base [NISMO Skyline GT-R](#) kit was released in 2020 as an all-new tool kit. The Hasegawa Calsonic Skyline



BNR32 Gr. A kit was released in 2023. Hasegawa has followed up with numerous road and race versions, differing in slight details and decals. Many of the race versions are released as limited-edition production runs, so when they sell out, they sell out.

The kit is comprised of around 135 pieces, 16 trees of plastic, 1 tree of clear parts, 1 tree of chrome light/mirror parts, window paint masks, and rubber tires. The decals are Hasegawa produced with clean printing and detail. In comparison to the other maker's kits, the parts count is almost double with a lot more detailed suspension, interior and separate body, hood, and trunk.



The Build



Before getting into details of the build, overall experience with this kit has been excellent. Hasegawa kits have had a reputation for less than exact fit, but the fit for this kit has been superb across the board. They really got the engineering down on this one. Smart details in small areas like the windows help ensure clean and solid fit. Instructions were clear and detailed, and left little to the imagination when fitting many small parts.

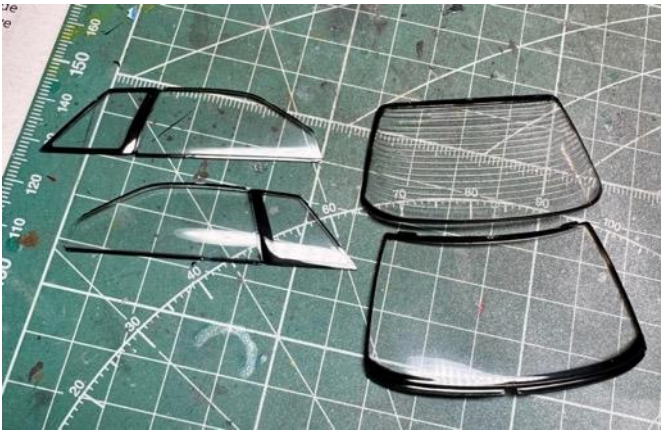
The build is divided into roughly three main stages:

- 1/chassis with transmission, suspension, radiators.
- 2/Interior with dashboard, seats, and roll cage.
- 3/Body with hood, trunk, front spoiler, and windows.



Building the chassis and interior require most parts to be painted before assembly. The transmission and suspension detail are way beyond the Tamiya kit, and fit well. The interior is a four-piece construct, which allows for easier painting than the older kits. The roll-cage consists of 5 pieces which fit together and slip right into the interior once put together, a testament to Hasegawa's attention to detail. The body comes in 5 pieces, again which facilitates easier painting and decal application, but all fit together seamlessly during final construction. The windows consist of four pieces (front, back, left, and right sides), with window masks to help with border painting.

One troublesome thing was the wheels, which come chrome coated. Most of the wheel has to be painted white with a chrome border, and trying to mask that border around the edges was pretty much impossible. Non-chrome wheels please.





Paint and Decals

Again, most of the detail painting must be done before construction. Body, main interior parts, and chassis was painted in Mr. Color Bright Blue (H65).

Wheels were painted white, and the border painted chrome silver. A couple of coats of Gunze UV-Cut Gloss lacquer, polish, and ready for decals.



The Hasegawa supplied decals were, amazingly, absolutely wonderful to work with. The decals separated from the paper quickly, went on the model well, and most importantly, the white was totally opaque! Hasegawa decals have been historically notorious for being semi-transparent especially their white decals, but these weren't. Used Gunze Mr. Mark Softer, and let the decals sit.

After a week, add the lights and other small detail parts, and slip the body over the chassis and attach the wheels.

Overall

This kit has been a revelation and proof that Hasegawa has upped their game. While their older car kits can be hit and miss, this all-new tool R32 Skyline has been a pleasure to build from the start. The kit looks right and builds well. Now onto the 6 other liveries in my stash. Recommended.



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Museo Storico Alfa Romeo

A photo Essay by Andrew Bertschi



Those of you who know me become aware quite early on that I'm a huge gearhead and have always been one. While interested in most things with two or more wheels, European cars of the late 1950's through early 1990's, including a number from Alfa Romeo, have always been primary in my vehicular interests. Earlier this year, I had the opportunity to travel to Europe and for a portion of the trip, spend some time in Italy. While there, I was able to fit in a visit to the *Museo Storico Alfa Romeo* and I wanted to talk about that a bit here. This is a really interesting museum, especially if you like transportation centering around historical and classic cars. The only downside I could see is that some of the display areas are laid out in ways that make it quite difficult to photograph what is out on show. For example, certain areas have dark colored walls but do not have enough supplemental light as well and a few of halls are too narrow or crowded to properly display the items. For example, there were a number of restored Alfa Romeo aircraft

engines on display, including those used up to and during WW2, that I wanted to photograph, but they are located in an area where it is very hard to get clean shots – the engines are too closely spaced together and you can only access them from the front. That said, overall, I would rate this museum as **highly** recommended.



Photo 1: Outside entrance area of the museum

About the Museo Storico Alfa Romeo (mostly Wikipedia)

The Museo Storico Alfa Romeo (Alfa Romeo Historical Museum; subsequently called *Museo Alfa Romeo - La macchina del tempo*, literally 'Alfa Romeo Museum - The time machine') is Alfa Romeo's official museum, located in Arese, near Milan. It displays the permanent collection of Alfa Romeo cars, engines and related artifacts.

The museum was officially opened in 1976, and is located at Alfa's former Arese factory complex. The



Photo 2: Original Modernist & Art Deco Alfa automotive poster art (near the museum café)

museum is dedicated to publicly showing over 100 years of history of the Alfa Romeo marque, whose product range has included autos, commercial vehicles, locomotives, tractors, buses, trams + marine and aircraft engines. Production of cars at Arese began in 1963 and ended in 2002 with engine production ending there in 2006.

The museum building is over 52,000 sq ft. and six floors. These are divided into four themed areas, including a historical review of all Alfa Romeo Road cars produced since 1910, prototypes and dream cars, aircraft and aeronautical projects, and scale models and awards.

The museum's permanent collection includes over 250 cars and 150 engines. Approximately half of these were on display up to a temporary closure for renovations in 2011. Since the museum's 2015 reopening, the display now includes 69 vehicles, with examples of important road cars, racing cars and prototypes. Some of the museum's cars are regularly loaned out for festivals and historical events, like



Photo 3: A.L.F.A. 40/60 HP 'Aerodinamica' (1911)

the Pebble Beach Concours d'Elegance, Goodwood Festival of Speed and the annual historic Mille Miglia in Italy itself.

What follows here is a photo essay of some interesting (to me at least) vehicles that were seen while visiting as well as other related things also on display. Hopefully you will enjoy the shots, perhaps enough to want to look into their history further or even better, to build a model of one? 😊



Photo 4: Display area with standard production road cars of the 1930-1950 period



Photo 5: Alfa Romeo C52 'Disco Volante' (1952)



Photo 6: Alfa Romeo 8C 2900B 'Berlinetta Speciale Le Mans Touring' (1938)

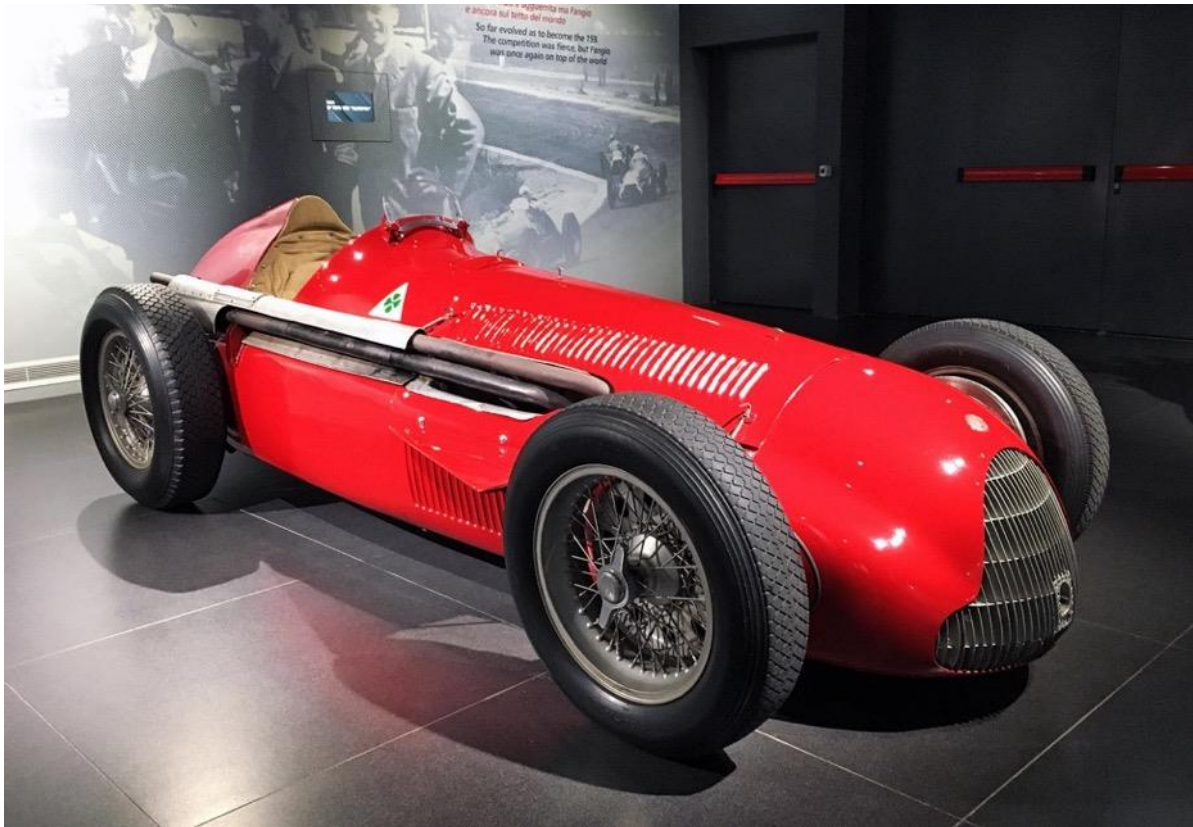


Photo 7: Alfa Romeo Tipo 159 'Alfetta' Grand Prix car (1951)

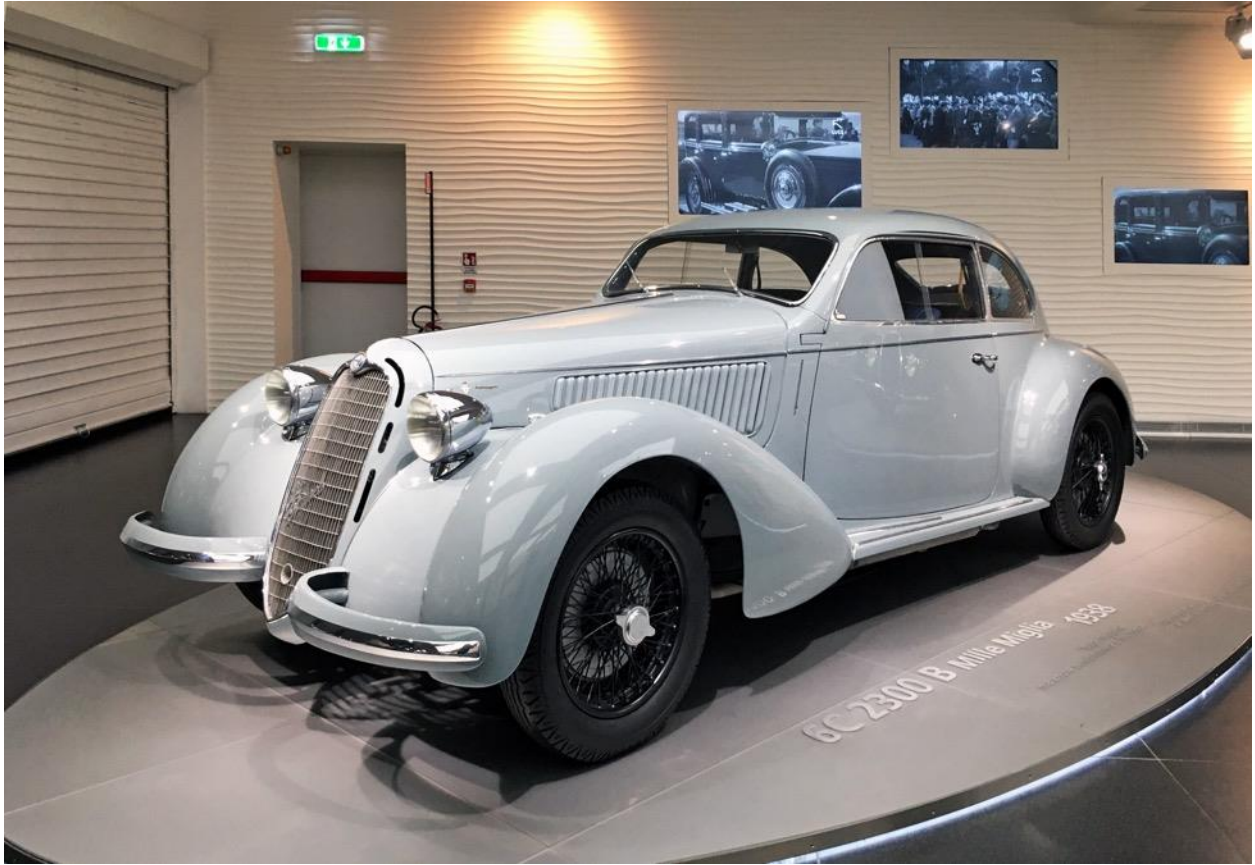


Photo 8: Alfa Romeo 1938 6C 2300 B 'Mille Miglia' (1938)



Photo 9: 2 Alfa Romeo Tipo 512 Grand Prix car prototypes (1940 – never raced due to WW2)



Photo 10: Display area with standard production road cars of the 1960s



Photo 11: Alfa Romeo Giulia Super (as used by the Italian 'Carabinieri' (National Police))



Photo 12: Alfa Romeo Tipo B 1 Grand Prix car (1932)



Photo 13: Alfa Romeo Giulia 1750 GTV (1969) & Giulia Sprint GTA (1965)



Photo 14: Alfa Romeo Giulietta Spider, Serie 1 prototype (1955)



Photo 13: Display area with production road cars of the 1970s; (L-R) Montreal, Alfesud & Alfetta

Museo Storico Alfa Romeo

Viale Alfa Romeo, Arese, IT 20020

Hours: 10 AM – 6PM (open daily except on Tuesday)

<https://www.museoalfaromeo.com/en-us/Pages/MuseoAlfaRomeo.aspx>

The Alfa Romeo Historic Museum is located in Arese, 15km NW of the center of Milan. The building is quite close to the Autostrada A8, which runs NW from the center of Milan to Varese via Gallarate.

It's easiest to get there by car, taking the Arese/Lainate exit off the A8. The museum can also be accessed by public transport. From central Milan take the Metro line M1 (*Linea Rossa/Red Line*) to the station of Rho-Fiera, then take Bus 561 in the direction of Arese. There is a bus stop at the museum.

Adult admission is €15. Seniors, students, teens and children are all less. You can even have lunch and/or an espresso or cappuccino there – the food is quite acceptable and reasonably priced.

(Continued from Page 1)

The rest is history. I started attending regularly, then started hosting the TNI's at my own house, and soon grew to think of these folks as my 'new' social group. The TNI group would grow and soon eclipse my work friends, my umpire friends, and even our friends that didn't build models. The Shubert's would throw all day TNI's on five Saturdays a year, in Kingston, with kids and wives and dogs and food galore. And always there was modeling.

Alas, Jim passed away, six years now, and we were hit with the pandemic. Our in-person sessions abruptly stopped – a little too abruptly for me – and I soon discovered that with a little investment we could all still meet, once a week, online, using a little-known app called *Zoom*. That is why the weekly Zoom sessions you hear about from time to time are frequently referred to as *TNI's*. The pandemic is finally behind us, and while we still meet in-person on occasion, the Zoom sessions have flourished to become an almost daily modeling option.

We still get together, online, and talk about all the new products and techniques, our lives, our concerns – just about anything and everything (save religion and politics), as it has always been since Ted's softball game, some 30 years ago.

Outside of meetings and shows, I enjoy my modeling hobby almost exactly 13 hours a week – I know this because that is how long I spend in Zoom sessions; three hours on Mondays and Wednesdays, and seven hours on *Thursday's* (remember what the 'T' in TNI stands for). That's enough for me, and I look forward to modeling as long as my body will allow. Some of the reasons why I model I spoke of in the opening paragraph of this editorial, but only some. The main reason is because of all the amazing people I have met along the way, and will meet into the future. I am SO LUCKY, and grateful, that I have this wonderful hobby in my life.

I hope to see everyone this Saturday, and maybe on a Zoom session! Until then – **Model On!**

Eric

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Other Modeling from Around the Sound...

Northwest Scale Modelers (NWSM)

The Northwest Scale Modelers meet monthly at the Museum of Flight in Renton. Modelers of all genres are welcome to attend. Please see their website for more information: [NorthWest Scale Modelers \(nwsm.club\)](http://NorthWestScaleModelers(nwsm.club))

Seattle Armor Modeling and Preservation Society (AMPS)

The Seattle Chapter of AMPS holds monthly meetings and occasional build sessions that modelers of all genres are welcome to attend. Please see their Facebook page for more information.

Galaxy Exiles Sci-Fi Modelers

The local Sci-Fi modeling community is served by this club located in the North End. Modelers of all genres are welcome to attend. For more information, please contact John Morel at johncmorel@gmail.com or see their Facebook page for more information.

Event Calendar

SEPTEMBER 14

Oregon Mid-Valley Modelers [Mid-Valley Madness '24](#) - Fall Show and Contest Linn County Expo Center
3700 Knox Butte Rd. E, Albany, OR

OCTOBER 5: Palouse Area Modelers [Show Off the Good Stuff](#) - Contest and Show 1912 Center
412 E. Third St., Moscow, ID

OCTOBER 12: IPMS Vancouver BC 52nd Annual Scale Model Fest Burnaby, BC Canada

OCTOBER 26: Sprue Man Group Swap Meet Barberton Grange – Vancouver, WA Sponsored by the Sprue Man Group

NOVEMBER 30: Oregon Modelers Society – Special Event TBD Oregon Stamp Society
4828 NE 33rd Ave., Portland OR

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IPMS Palouse Area Modelers Present the 28th Annual
"Show off the Good Stuff!"
Scale Model Show & Contest

Saturday October 5, 2024, Moscow, Idaho
The Reception Gallery in The 1912 Center, 412 East Third Street

New Venue - Different Room, Same Building
Second Floor, Elevator Available



Model Registration: 9 am to Noon
Awards Presentation: 1:30 pm
Public Viewing: 10 am - 1:30 pm
Show Ends at 2:30 pm

Free Admission
Unlimited Model Entries: \$10
Youth (16 and under): Free

Door Prizes, Raffle, Silent Auction



Judges' Best of Show Award, Jack Cooper Memorial Best Figure Award
Wally Bigelow Memorial Award (Popular Vote)

With Best of Class Awards...

Civilian Vehicles
Military Vehicles/Artillery
Ships
Aircraft
Figures
Gaming Miniatures
Space and Sci-Fi/Fantasy
Dioramas
Youth (age 16 and under)

And Sponsored Awards for Best...

WWII Allied Aircraft
WWII Axis Aircraft
Modern Aircraft
WWII Allied Armor
WWII Axis Armor
Modern Armor
Factory Production Auto
Competition Car



For more information, contact Scott Rowland: scottrow23@gmail.com



**OREGON MID-VALLEY
MODELERS**

present

"MID-VALLEY MADNESS"
SCALE MODEL SHOW AND CONTEST

Saturday, September 14, 2024

Willamette Conference Center (Part of the Linn County Expo Center)
3700 Knox Butte Rd E • Albany, OR 97322 • www.lcfairexpo.com
11+ hotels within 2 miles (see map) • RV parking available on site

Scale Model Contest • Prizes • Raffle • Vendor Tables

All Ages & Skill Levels Welcome • Wheelchair Accessible

Categories include: Aircraft, Armor, Automotive, Ships, Real Space,
Sci Fi, Gundams & Mechas, Fantasy, Figures, Dioramas & Display Only

This Year's Theme: "Operation Market Garden: 80th Anniversary"

*Anything related to the September 1944 Allied military operation to capture
German-occupied Dutch bridges and prepare an invasion route into Germany*

Join Us Online: [Facebook.com/groups/MidValleyModelers](https://facebook.com/groups/MidValleyModelers)

Our Website with contest info: www.oregonmidvalleymodelers.com

For Vendor Info, e-mail Colin Harmsworth at: harm1730@msn.com

For Show Info, e-mail Doug Reed at: dreed750@gmail.com

SCHEDULE	
Vendor Setup	7:30 am
Doors Open	9:00 am
Contest Deadline	Noon
Awards	3:30 pm
ADMISSION	
Spectator only	\$5
Contest entry	\$5 + \$1 per model
16 & under w/unlimited models	FREE
<i>Cash only, please</i>	
Vendor Tables	\$25 ea.



Contest Rules and Notes:

IPMS rules and guidelines apply to contest and judging. Judges may add or delete model categories where appropriate. "No sweeps" rule is in effect. The decisions of judges are final. Rules and notes may be amended at the discretion of judges and show organizers.



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ZOOM!

During (and since) the Pandemic, modelers from all over have been meeting online via Zoom sessions. Between our two local clubs, (IPMS and NWSM), the TNI group, the Galaxy Exiles, plus IPMS clubs in Oregon, there are Zoom meetings just about every night. These sessions are joined by other modelers from across the country, as well as overseas – I think St. Petersburg is the farthest way? These are less meetings than simply build sessions where we share ideas, techniques, etc. – like a bunch of little old modeling ladies. [We discuss our current projects, how to solve modeling problems, new techniques, tools, paints, and kits.](#) We try to keep politics and religion out of the conversations, and that really makes the sessions fun and relaxing. These Zoom sessions are open to everyone. The Monday/Wednesday/Thursday sessions normally have between 8 and 15 attendees at any given time, and the big (Thursday) build sessions last 7 hours (2pm through 9:00pm). Modelers come and go, break for dinner, or to walk the dog, etc. The build sessions continue in the background, allowing modelers to join at their convenience.

A lot of modelers with a [wealth of experience who can help solve just about any model-related issue.](#) And a great group of people!

Joining a Zoom session takes a single click of a mouse, once you are all set up. First, it is recommended that you download a free copy of Zoom and install it on your device first. Having a local copy is not required but makes everything a little easier to use. Once that is done, all you need is a very basic setup that includes camera, microphone, and speakers (normally all built-in, especially with newer devices). Then just click on one of the links below!

Mondays: Seattle. WA IPMS 2pm – 5pm [LINK](#)

Tuesdays: Salem, OR IPMS 6pm – 10pm [LINK](#)

Wednesdays: Seattle. WA IPMS 2pm – 5pm [LINK](#)

Thursdays: Seattle. WA IPMS 2pm – 9pm [LINK](#)

Albany, OR IPMS: Odd-numbered Thursdays (i.e., 1st, 3rd, and 5th) from 6pm - 10pm. [LINK](#)

Saturdays: Salem, OR IPMS 6pm – 10pm. [LINK](#)

Sundays: 4:00pm CDT-5:00pm CDT. [LINK](#)

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Upcoming Meeting Dates

The IPMS Seattle 2024 meeting schedule is as follows. All meetings are on Saturdays at North Bellevue Community Center from 10:30 AM to 1:30 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.

September 14 2024 October 19, 2024 November 9, 2024 December 14, 2024

(Date and Time Change for October only: October 19 (3rd Saturday) 3:00 PM to 6:00 PM)

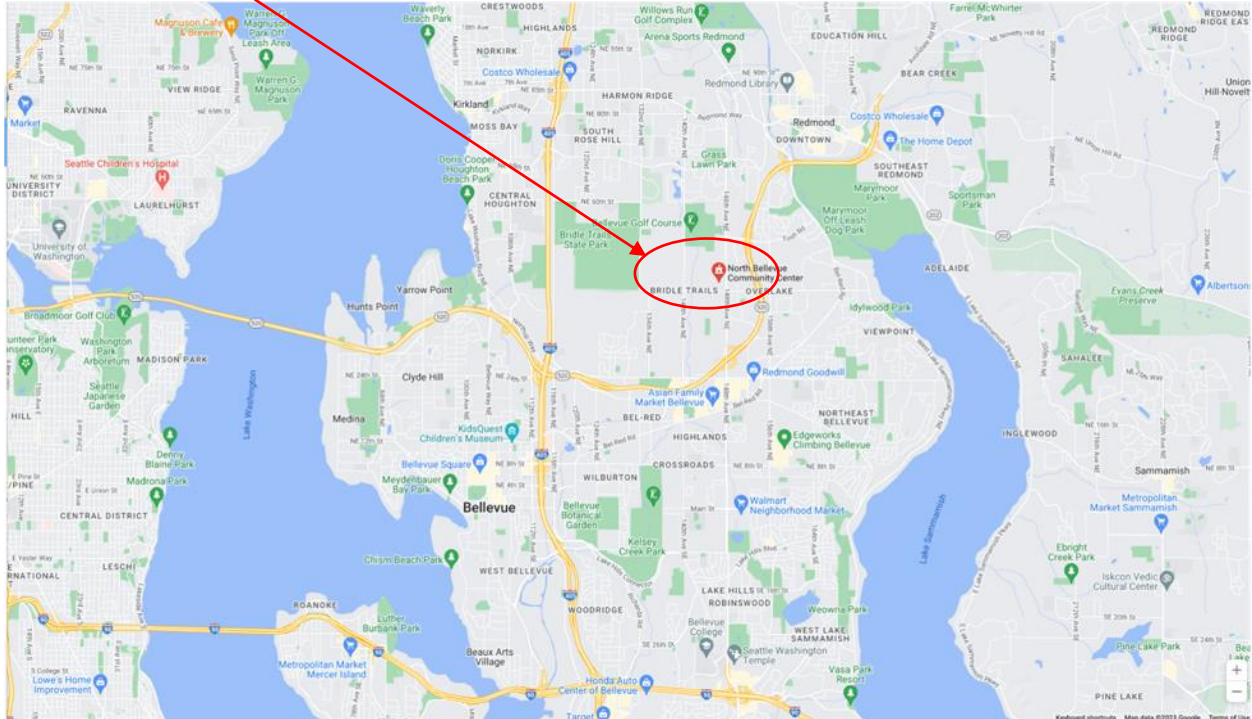
Next Meeting: September 14, 2024– 10:30 AM to 1:30 PM

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

Map Link: <https://goo.gl/maps/RSgcMggWNBmTUe6T9>

Site Link: [North Bellevue Community Center | City of Bellevue \(bellevuewa.gov\)](http://North Bellevue Community Center | City of Bellevue (bellevuewa.gov))

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.

Join IPMS/USA



Why Join IPMS/USA?

IPMS/USA is the United States Branch of the International Plastic Modelers' Society, whose roots can be traced to the startup of the first IPMS National Branch during the 1960's in Great Britain. In 1964 a US-based modeler applied for a charter to start the US Branch. In the ensuing five decades, IPMS/USA has become a 4,600-member, all-volunteer organization dedicated to promoting the modeling hobby while providing a venue for modelers to share their skills in a social setting, along with friendly but spirited competition in the form of local, regional, and national contests and conventions. As this is written, there are over 220 active US chapters (including groups in Canada and the Philippines as well as one "cyber-chapter" existing entirely on the internet). These chapters are organized into 13 geographically-determined Regions, overseen by Regional Coordinators. The IPMS/USA Executive Board, made up of elected and appointed members, serves as the overall governing body for IPMS/USA.

Join Online (<https://myipmsusa.org/join-us>)

MODEL PAINT SOLUTIONS

Model Paint Solutions specializes in tools for handling, storing, mixing, spraying, and finishing model paints. We carry quality scribing tools, abrasives, Mission Models Paint, the full line of AK Real Colors, and German-manufactured Harder & Steenbeck airbrushes and parts. All Seattle IPMS members can take advantage of **5% off** and **Free-Shipping** on any orders delivered during the monthly IPMS meetings. Details provided at the meetings.

Model Paint Solutions (<https://modelpaintsol.com/>)

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