



August 2018

| Recon | Inside | | | | | | | | | | | | | | |
|---|--|-------|---|-----------------|-----|------------|-----|-------------|-----|----------|---|-------------|----|----------|----|
| <p>IPMS Nationals 2018, Aug 1-4, 2018, Phoenix Convention Center, Phoenix, Arizona Contact, http://www.ipmsusnationals2018.org</p> <p>Patcon 2018 – Sep 16, 2018, Hudson Elks Lodge, 99 Park St, Hudson, MA, Contact, David Schmidt at 978-706-1468 or schmidtd@hotmail.com</p> <p>Granitecon 2018 – Oct 21, 2018, Falls Event Center, Manchester, NH Contact, Rodney Currier at 603-726-3876 or nickmatt2@roadrunner.com</p> <p>Baycon 2018 – Nov 11, 2018, Elks Hall - 326 Farnum Pike - Smithfield, RI 02917, Contact, Robert Magina, treadhead@comcast.net, 508-641-5873</p> <p>Masscar Model Exposition 2019 – March 17, 2019, Holiday Inn Taunton Exit 9 off 495S, Taunton, MA Contact Stu Marcus at 603-382-9724 or marcus_stuart@yahoo.com</p> | <table> <tr> <td>Recon</td><td>1</td></tr> <tr> <td>From the Bridge</td><td>2-5</td></tr> <tr> <td>Kit Review</td><td>5-7</td></tr> <tr> <td>Book Review</td><td>7-8</td></tr> <tr> <td>Up Scope</td><td>9</td></tr> <tr> <td>Hobby Shops</td><td>10</td></tr> <tr> <td>In Range</td><td>11</td></tr> </table> | Recon | 1 | From the Bridge | 2-5 | Kit Review | 5-7 | Book Review | 7-8 | Up Scope | 9 | Hobby Shops | 10 | In Range | 11 |
| Recon | 1 | | | | | | | | | | | | | | |
| From the Bridge | 2-5 | | | | | | | | | | | | | | |
| Kit Review | 5-7 | | | | | | | | | | | | | | |
| Book Review | 7-8 | | | | | | | | | | | | | | |
| Up Scope | 9 | | | | | | | | | | | | | | |
| Hobby Shops | 10 | | | | | | | | | | | | | | |
| In Range | 11 | | | | | | | | | | | | | | |
| | <h2>2018-2019 Dues</h2> <p>If you have not already done so, please renew your dues for the coming 2018-2019 membership year. Dues are still \$10.</p> <p>Please remit your dues to John Nickerson at the meeting or send it to him at 18 Stone Street, Middleboro, MA 02346 .</p> <p>Don't forget to ask for the Family Membership if you have sons or daughters as members in the club as well.</p> | | | | | | | | | | | | | | |

FROM THE BRIDGE

The President's Column

We are now officially, in our 50th (2018 – 2019) membership year. The membership fee is still only \$10 per year and we accept advanced payment if you wish to get ahead on your membership. There is also a family membership plan. You can catch me at a meeting or send your payments to me by mail, checks to be made payable to Bay Colony Historic Modelers.

Sadly, I have to announce the passing of longtime member and friend, Bill Collins. Bill was hospitalized after suffering a stroke at home and passed in Morton hospital on July 27th. Many of you have seen this on the club website and on the Facebook page. Bill was a prolific and eclectic modeler, building aircraft, armor, ships, figures and old cars. And all to a level that many of us are still striving to attain. He and his work will be missed. A card from the club was delivered to the family, extending our condolences. And so another member gains entrance to the great hobby shop beyond.

That cadre of members, which were members when I joined, has gotten smaller, again. Of that group only Joe McDonald, Joe Jr. and Frank Knight are still active members. I believe that Rollie Van Dyke, Eddie Carrigg, and Russ Harrington, are still alive but have not been active in the club for many years.

On a personal note, I had this column almost complete, and I had a couple weeks to burn before I needed to turn it in. I need a few fillers, news on new kits, etc. And I would have been done. Then Bill passed. I knew I needed to note his passing in this column. I see that as the main purpose of this column. Bringing news of the club, its members, and the hobby to the membership. I found it extremely difficult to write that paragraph. I avoided it for a number of days. I knew it wouldn't go away, but I didn't want to write it. I found Bill to be an inspirational builder. He inspired me. I was always interested to see his latest builds and discuss them with him. He and I had many common modeling interests. I would see his treatment of the latest kits and pick his brain to see if it was a kit I would be interested to build.

The June meeting / 50th anniversary party extravaganza was a hit. We had 32 members and guests in attendance, and I believe a few neighbors dropped by to check out the displays. The weather was perfect. I think it was Bette that arranged the weather. Our thanks go out to the Gisetto family for their efforts in pulling this together. John borrowed and scrounged tables, chairs, and awnings, from the neighborhood. He also assembled a number of displays for us to purview, including a WW II Jeep, (1 to 1 scale), sitting on the front lawn. Ray Laskorski was one of the members that made an appearance. It was good to see him again, and have a chance to chat. Also Joe McDonald and Joe Jr. made an appearance.

I don't know if it's a sign of the times, or what. We are actively pursuing getting new shirts and hats and more. We have talked to one company that claimed to specialize in small orders. I outlined what

we wanted, the numbers we were looking at, etc. I had artwork with me. I had samples as examples of what we wanted. They were supposed to get back to me with pricing. I've called and gotten the answering machine. And I've not heard back from them. So I'll look for someone else. Onward and upward.

We voted to sponsor a trophy pack at the IPMS Nationals. I'm pleased to announce that we are sponsoring category 220, 1/72 Scale Armored Cars and Armored Halftracks. (The majority of 1/35 cats were already sponsored.)

Just a reminder. Our special theme awards for BayCon, this year, are items related to "50" and "1968". BayCon is November 11, 2018, at the Elks Hall in Smithfield, RI.

Vendor tables are going fast, and may be gone, by the time you read this. Contact Paul Champigny, he is the Vendor Coordinator for BayCon, if you are looking for table space.

If you would like to sponsor a category for BayCon, or you know someone, or a business that would like to sponsor one, please contact me. Trophy packs are still \$32.

While we are discussing trophy packs, I suspect the price for trophy pack will have to go up for next year. We have been able to keep the price stable for a number of years. The price increases over the past few years for the trophies has been minimal and we have been able to absorb them, but I am afraid that any further price increase will mean that we are paying more for them than we are taking in. I would suggest \$34. We should also consider raising the vendor table prices, because the table price includes a trophy pack sponsorship. Instead of jumping up to \$45 each we could possibly just follow the trophy pack increase and go to \$42 each, next year.

Last Issue I requested that members that are holding or storing club materials notify me as to what you have and where it can be found. So far only one member has responded. Thank you for your cooperation in this matter.

At the July meeting I was prepared to read the Presidents Report for Membership Year 2017 – 2018. I could tell the members present were thrilled. They voted to waive the reading of the report. Hopefully it is printed in this issue.

Revell Germany has released a new 1/72 scale PT-109. This is not the old 1963 release PT-109, but a new tool, skill level 4 kit. The kit has a higher level of detail, and can be built as the boat looked in late 1942 in an overall grey scheme or in the green scheme with 37mm Anti-Tank gun on the foredeck, 40mm Orkilon AA mount on the stern, and depth charges, as it looked when rammed. The kit has a MSRP of \$25.

Revell Germany has also released a new tool 1/32 NA P-51D Mustang, like we need another one. With 158 parts and a price tag of \$30, Fine Scale Modeler gives it a great review. The cons are

minimal. The pros – “Excellent attention to detail”, bodes well. This is indicated as a skill level 5 kit. Sorry John, it does not have jet engines. Maybe aftermarket?

Just a word of warning. This is confirmation of previous speculation. The new Airfix B-26 is not a re-tool, it is the old, raised panel line, raised rivets, mold, which is a disappointment, because it comes with two great decal schemes.

Frog models is / are back. They are being produced in Singapore. Their first (?) release is a 1/72 scale F-16C and comes with Singapore markings. The plastic is the Academy kit with engraved panel lines.

Boy, time passes even faster these days. Here we are in August. Next issue is October and it is my promote attendance and participation for BayCon column. Just a warning. You would think that I would have a drop in couple of paragraphs and I'd be done.

Fine Scale Modeler has announced a special issue due out in November. You can preorder it from their web site. It is dedicated to World War I, “*Great War Scale Modeling*”. \$8.99 is the price but you are saving a buck and shipping by pre-ordering. So with that in mind, I bring you the following story...

Recently, the town of Orleans, MA, commemorated the 100th anniversary of the Battle of Orleans. Now, if you have suddenly started to do the math, thinking 100 years ago? It was July 21, 1918. The Great War. The First World War. The Imperial German U-Boat, SM U-156 attacked Orleans Massachusetts. Now you are probably thinking that this is one of those great screw-ups where someone makes a big story out of some little accident. Well maybe not. Nobody really knows why Orleans was attacked, but let me tell you the rest of the story. SM U-156, a Type U 151 U-boat, was commissioned in 1917, and was one of the largest U-boats built during the war. Part of her armament was composed of two 15 cm deck guns. Her first mission began on June 15, 1918. She was sent to lay mines off of the harbor of New York and along the shipping lanes south of Long Island. The sinking of the USS San Diego, off of Fire Island, on July 19, 1918, is attributed to one of her mines. On July 21st, U-156 opened fire on Orleans and some merchant shipping in the area. A tug boat and 4 barges were sunk. Most of the rounds fired at Orleans fell in the salt marsh or on Nausett Beach. Curtiss HS-1L flying boats and R-9 seaplanes were dispatched to attack the sub, from Chatham Naval Air Station, but the bombs they dropped were ineffective, failing to explode. This is the only known attack on American soil in World War I and resulted in the first time American Aviators engaged an enemy vessel in the Western Atlantic.

SM U-156 proceeded to attack shipping and fishing fleets in the Gulf of Maine, on the Grand Banks, and off of Halifax N.S. It is expected that U-156 met its fate in the Northern Barrage, a huge mine field between the UK and Norway, on Sept. 25, 1918, while trying to navigate the mine field submerged. She is attributed with sinking 44 ships and damaging 3 others.

So, why Orleans? Orleans is where the Trans-Atlantic cable entered the Atlantic on its way to Europe. Speculation is that the cable may have been the target. Based on that, the shells that fell within the town would have been the furthest off target. The beach may have been the target after all, trying to break the cable where it enters the water. And there you have it. Our history lesson for this issue.

Happy 50th. *Party, karamu, fiesta.....*

God bless America! Pray for our servicemen overseas.

Happy modeling and give kits to kids!

John J. Nickerson

bchmaprez@verizon.net

In the Box Review:

Fisher Model & Pattern 1955 Longnose D-Type Jaguar 1/24 scale, (2401)

I have no clue as to why I have a fascination for this car. Maybe it's something subliminal. Something that happened at that time. "Wide World of Sports" was not yet being broadcast, so I didn't see it on TV. Its lineage is evident. You can see the lines of the C-Type, its predecessor, in it, and you can see its lines in its successor, the famous E-type of the '60s. The D-type was built in limited numbers exclusively as a racing machine, unlike the E that was built for enthusiast consumption. It is thought that 18 D-Types were built for the Factory Team, another 53 were produced for customers, and 16 were produced as XK-SS versions. The XK-SS was produced as a means to use the shells intended for racing, once Jaguar quit. They had additional road-going equipment, a passenger door, and an additional seat. The D-Type was of monocoque construction and was powered by a 3.4 liter straight 6 cylinder engine. This was increased to 3.8 L. in '57. In 1958 the rules were changed limiting sports cars to 3.0 liters. *Jaguar Classic* has recently started building the D-Type, again. Limited to 25, the starting price, somewhere north of \$1,000,000.

The D-Type was introduced at Le Mans in 1954. A longer nose was added for '55. In '55 the Mercedes Benz 300 SLR was expected to dominate at the 24 Hours of Le Mans. On lap 35, the factory team #6 D-Type driven by Mike Hawthorn, (Hawthorn – Bueb), passed the #26 Austin-Healey and then applied brakes to pull into the pits. The #26 Austin-Healey swerved to avoid the #6 car and was hit from behind by the #20 M-B 300 SLR, driven by Pierre Levegh, which had been passing the slower car. The Mercedes went over the Austin-Healey and became airborne at 125 mph. It hit the safety berm, broke apart, and burst into flames. Levegh was thrown onto the track and died. The parts of the Mercedes, including the engine, flew into the grandstand, killing 83 and injuring over 120 spectators. Fangio, in the #19 M-B 300 SLR that was following, managed to avoid the Austin-Healey that was careening from side to side of the track, but was withdrawn from the race an hour and a half later. The 300 SLRs never raced again and Mercedes stayed out of racing for about 30 years. This is considered to be the "most catastrophic accident in motor sport history." The #6 D-Type went on to win the race.

The D-Type went on to win Le Mans in '56 and '57, but the Factory Team quit racing at the end of the 1956 season. The '57 winners were an independent team. The 3.0 liter engines never panned out and the D-Types career was over by 1960. Briggs Cunningham, Americas Cup yacht and sports car racer, raced D-Types here in the states, as well as at Le Mans.

The box is a light grey heavyweight cardboard one piece rectangular tube, folded into shape. There are no markings on it except for the end panels. (9 5/8" x 4 1/4" x 2 1/4") Being resin, the body or shell is produced in two parts. The upper body shell and the lower pan / body shell. They come wrapped together in tissue paper. The finish on the upper body is excellent, with minimal texture and possibly just one or two air bubbles. The lower pan has more air bubbles and some depressions that may need to be filled. Being resin, there is almost always some flash or excess that has to be cut off, due to the molding process. There is enough "flash" on the bottom of the shell and on the top of the pan that I cannot dry fit the parts together. It appears that the lower pan is narrower than the top shell. This may require surgery. The normal process would be to slice the lower pan in half, bow to stern, and place a plastic shim between the two halves. Because the cockpit is cast into the pan, this will complicate the issue. Again, being resin, this may not be an engineering / design issue, but is most likely a side effect of the resin casting process.

There are four zip lock plastic bags in the box. One contains two sheets of vacuum formed clear plastic. The wndscreen, headlight lenses, and headlight covers are to be cut from these sheets.

Another bag contains 4 four cast black resin tires and four wheels. Two of the tires are very clean, the other two will require some cleanup. The wheels have a lot of flash around them, but the flash is used as sprue to keep the wheels together. The outward surface of the wheels is very clean and crisply cast.

The third bag contains a number of resin parts. This includes the exhaust pipes, the seat, and knockoffs. There is also a sheet of flash with a number of small parts cast into it including the emergency brake lever, dash board / instrument panel, headlights, mirrors, and some other parts I haven't yet identified.

The fourth bag contains two decal sheets, (identical), and a small fret of PE. The decal sheets contains instrument faces, registration numbers, and white field / black number car numbers. These numbers, two to a sheet are to cover four positions on the racer. The PE contains the three spoke steering wheel insert and the four spoke one. The factory cars used the four spoke wheel, the Cunningham cars used a three spoke steering wheel. It also contains tie-down straps, belt buckles, and instrument panel. The instruction sheet is a single – two sided, 8 1/2" x 11" page. It includes 9 small black and white photos of the model under construction. Plus two photos of completed models, the #6 Factory car and the #9 Cunningham car that also raced at Le Mans. It also includes a paint table and brief construction statements.

I purchased this kit direct from Fisher Model & Pattern for about \$147 including S&H. That is the only way to obtain this kit unless you purchase it second hand. I ordered the kit in October and it didn't arrive until February. There was a lack of communication. I contacted Fisher by email around Christmas. I was told they were waiting for the PE parts. That was the only communication I had besides the email that confirmed the order, and one that told me the order was complete without any other explanation. My credit card was billed in October. The model is what is considered a curbside model, no engine. This kit is not for the inexperienced builder. It requires some research and some additional photos of the original car. Rating this kit requires judging it against other resin kits. Comparing it to injection molded plastic kits would be unfair. The quality of most of the parts is good. A couple not so much. The difficulty level of working with resin is much higher. Based on the lack of documentation of all of the parts included, I rate it on the Del Scale at 3.5 thumbs up out of 5.

Working with resin kits requires some special considerations, such as rubber or vinyl gloves and a dust filter for your face when you're sanding or filing. Careful washing to remove the mold release is a must. *Fine Scale Modeler*, Vol. 22, Issue 7, April 2004 has an article on building resin aircraft kits. Many of the same principals would apply to this kit.

Fisher Model & Pattern, of Paradise CA, www.fishermodels.com , produces resin aircraft kits, conversion parts, and a few car kits, such as the D-Type.

The D-Type Jaguar is available from Fisher. The XK-SS has been produced by Revell Germany, (may not currently be in production). The Mercedes 300 SLR has been produced by Monogram, (may not currently be in production, or may be elsewhere within the Revell / Monogram / Revell Germany family).

REF: *Jaguar Sports Racing Cars*, Porter, Philip; Bay View Books, Devon, UK, 1998
John Nickerson

BAYCON 50th Party/Meeting



Battlewagon

Page 8



Up Scope

Sep 8th Meeting

John Nickerson
18 Stone Street
Middleborough, MA 02346
508-9477939

Oct 11th Meeting

Robert Magina
71 Willow Lane
Plainville, MA 02762
508- 695-7754

Directions

From the west: Rte. 495 South to the Rte. 44 East & West (Plymouth / Taunton) exit. Go right at the top of the ramp, East, toward Plymouth. Go half way around the rotary and continue east on Rte. 44. Take the Rte. 58 exit and go right, South towards Carver, through two sets of lights, at the top of the rise, in front of Quickeez, take a right on to Forest, then first right onto Fuller. Thru the cranberry bogs, at the town line Fuller becomes Stone, and in about ½ mile you will see the intermediate blue raised ranch on your right.

From the east/Rte. 3: Take Rte 44 East to the third exit, Rte 58, Carver / Plympton; at the bottom of the ramp go left, South. (Follow the directions above.)

From downtown Middleboro: Follow Rte. 105 north, right on Plymouth St., bear right onto Wall St., 4th left onto Stone, 6th house on the left.

Directions

Take 95N to 495N. Take exit 14B (Rte 1 - North Attleboro). Go through the lights, heading towards North Attleboro on Rte 1. (Pass Boston Tropical Garden at lights) Go to next light, intersection of Rte 106 and Rte 1 - go right onto Rte 106 towards Plainville center. (Convenience Store at lights). go to bottom of hill at the light take a right onto Rte 1A. Go past the Plainville Police and Fire on your right. Take right onto Sharlene Lane - Willow Lane is the first right - I am on the corner of Willow Lane and Maple Terrace - #71 Look for my Honda in the driveway - I would like to ask everyone to please park along Sharlene Lane and walk down Willow Lane to my Condo - I am very close to Sharlene Lane. Thank you for parking there and making the short walk.

THE SPARE TIME SHOP

Models, Hobbies, Games, Rockets, Trains,
Books, Magazines, Decals, Resin, Photo-Etch,
Slot Racing, Science, Die-Cast, Paints, Tools

222J East Main St., Post Road Plaza, Rte.20E
Marlboro, Massachusetts. 01752

OWNERS **Our 36th Year** OPEN 7 DAYS
Paul and Theresa M-W 11-6; Th-F 11-8
Scopetski **SAVE THIS** Sat 10-6; Sun 12-5
CARD

Phone: (508) 481-5786

eMail: ski@sparetimeshop.com

Fax: (508) 229-2592

<http://www.sparetimeshop.com>



Harry's Hobbies & Collectables

250 East Main Street (Rte. 495 Marketplace)

Norton, MA. 02766

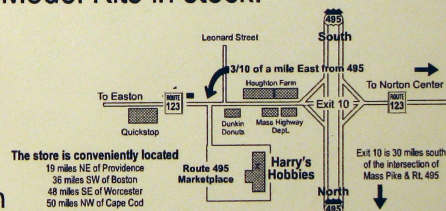
Behind the Dunkin' Donuts

Phone 508-285-8080 Cell: 508-241-2155

Specializing in : Model Kits & Vintage Non-Sport Trading Cards
Paints, Glues, Tools, & Supplies, for Scratchbuilders.
Armor, Ships, Planes, Cars, and Trucks.
over 4000 Model Kits in stock.

Hours :
Tues. - Thurs. 11-7 pm
Fri. 11-8 pm
Sat. 10-5 pm

www.mymummy.com
Email: mummy@mymummy.com



In Range

| Jun th Meeting – 50 th Party | May 12 th Meeting – Steve Kwasny |
|--|---|
| | 1/25th Freightliner (WIP) – Pat McColgen 1/350th USS Alabama (WIP) – Pat McColgen 1/48th Lag 3 (WIP) – Paul Williams 1/32nd OV-10D (WIP) – John Merryman 1/? Colonial Viper (WIP) – John Gisetto Sr. 1/? Kazon Battle Crusier (WIP) – John Gisetto Sr. |
| In Attendance: Bob Magina Eric Peterson Craig Magina John Nickerson Norm Babcock Chris Libucha John Gisetto Sr. Gian Montecalvo John Gisetto Jr. Ray Laskorski Joe McDonald Sr. Kevin Conlon John Merryman Bob Don Warren April Frank Knight Bill Collins Kevin Colburn Steve Kwasny Ray Rosario Joe Russum Joe McDonald Jr. | In Attendance: Bob Magina Ray Rosario John Nickerson Frank Knight Paul Williams Pat McColgen Mike McNamera Joe Russum John Gisetto Sr. Bob Don John Merryman Gian Montecalvo Paul Champigny John McCormick |
| Raffle: 1/72nd Poes X-Wing Fighter – Kevin Conlon 1/48th Curtis P-40B – Todd Robertson 1/72nd RAF Sea Rescue Launch – Ray Rosario \$50 Gift Certificate – Bob Don 1/72nd E-2C Hawkeye – John Merryman Micro Decal Film – Steve Kwasny Squadron Grey Putty – Craig Magina Flex Pad – Joe Russum, Paul Williams Tamiya Masking Tape – Warren April Club History – Norm Babcock, Eric Peterson, Mrs. Knight Mystery Envelope – Frank Knight | Raffle: 1/35th M3 Stuart – 1/12th Storm Trooper - Sanding Sticks – Micro Brushes – Squadron Putty – |

Modeling on the Cheap

By Del Stator

As always, most of us are looking for ways to keep the overhead down. With the cost of kits today, everything helps. I keep two jars of murky fluid on my workbench. One contains water, the other paint thinner. They also contain lots of assorted remnants of paint. I use them for cleaning brushes.

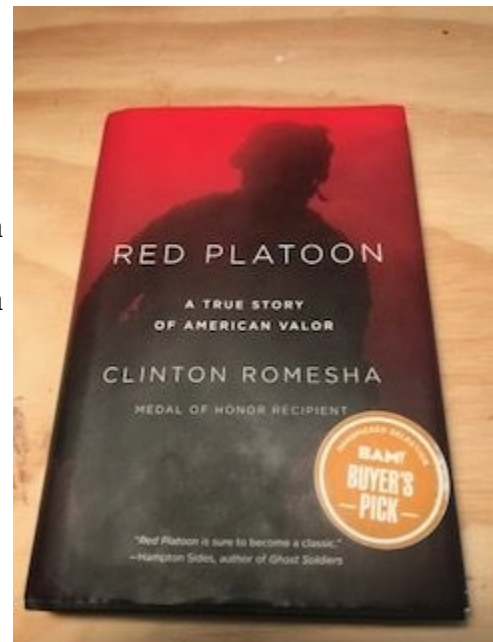
Now to the cheap part. I got the jars for free, sort of. I originally purchased them with mustard in them, such as Raye's Mustard. You can find them in your local supermarket or gourmet shop. Not only do you get to enjoy the mustard, but you can wash out the jar when you're done and use it on your workbench. These specialty mustard jars tend to be short and squat, with a heavy base, which makes them very stable on the table. You can swish a brush around in them and not worry, too much, about knocking it over.

[My method for cleaning a paint brush is to wipe as much paint out of it as possible, on a rag or newsprint. I keep a block of newsprint on my workbench. I dip/swish the brush in the appropriate jar and wipe it out on the newsprint, a couple times. Then I use a shot glass of clean appropriate cleaner and repeat the process until the brush is clean. (No more color is coming out of it.)

Book Review – Red Platoon by Clinton Romesha

By Robert Magina

Great Read! Couldn't put this one down. Red Platoon in 2009 was given the task to man and assist in the shutting down of Combat Outpost Keating in Nuristan, Afganistan. The book does not go into detail on how Outpost Keating came to be on a location completely surrounded by high mountains full of Taliban fighters. This is covered in other books and makes for a good read in itself. Red Platoon tells quite a story about the last American unit to man Outpost Keating. While getting ready to shut down the outpost Red Platoon had no idea that the Taliban were working on a mass attack to shut it down themselves. The book tells in detail the horrific battle that ensued and how this small American unit won the day and defeated the Taliban attack. As I said one great read and I highly recommend it.



IPMS Bay Colony Modelers meet the second Saturday of each month from 1:00 to 4:00 PM. The meetings take place at selected members houses. Look at the Battlewagon or the club website for location and directions. Guests are always welcome. Membership is \$10.00 per year. Members and guests are encouraged to bring completed models or works in progress for display and discussion.

The Battlewagon is published six times per year. All opinions expressed are those of the authors and do not necessarily reflect IPMS Bay Colony or IPMS USA views. Submissions relevant to modeling are welcome, and may be published at the discretion of the editor. All material is subject to editing. There is no payment for articles.

IPMS Bay Colony Historical Modelers

71 Willow Lane
Plainville, MA 02762

phone: (508)-695-7754
e-mail: treadhead@comcast.net
web: www.ipmsbaycolony.com



2018 - 2019 Club Dues

If you have not already done so, please renew your dues for the coming 2018-2019 membership year. Dues are still \$10. Please remit your dues to John Nickerson at a meeting or send it to him at 18 Stone Street, Middleboro, MA 02346

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name: _____
If Renewing First Middle Last
 Address: _____
 City: _____ State: _____ Zip: _____
 Phone: _____ E-mail: _____
 Signature (required by P.O.) _____
 Type of Membership ☐ Adult, 1 Year: \$30 ☐ Adult, 2 Years: \$58 ☐ Adult, 3 Years: \$86
☐ Junior (Under 18 Years) \$17 ☐ Family, 1 Year: \$35 (Adult + \$5, One Set Journals) How Many Cards? _____
☐ Canada & Mexico: \$35 ☐ Other / Foreign: \$38 (Surface) Checks must be drawn on a US bank or international money order
 Payment Method: ☐ Check ☐ Money Order
 Chapter Affiliation, (if any): _____
 If Recommended by an IPMS Member, Please List His / Her Name and Member Number:
 Name: _____ IPMS No.: _____

IPMS/USA

Join or Renew Online at: www.ipmsusa.org

PO Box 56023

St. Petersburg, FL 33732-6023

SUPPORT YOUR LOCAL HOBBY SHOPS

Space Available

Space Available

Open
Tues.-Fri. 12-8
Sat. 10-6

(401) 737-7111
www.mailcarhobbies.com



mailcarhob@aol.com
John F. Reid, Jr.

655 Jefferson Blvd.
Warwick, RI 02886

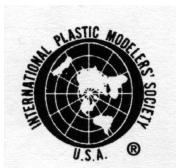
(508) - 222-3460

Hobby Hut

47 Bank Street Rear
Attleboro, MA 02703

Models - Trains - Paints - Rockets - RC
- Hobby Supplies -

10-6 Daily 10-5 Sat Closed Sundays
- WILL SPECIAL ORDER -



Battlewagon



IPMS Bay Colony Historical Modelers
71 Willow Lane
Plainville, MA 02762