

The Newsletter of Milwaukee, Wisconsin's Richard I. Bong Chapter, International Plastic Modelers Society • USA

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The Wingman newsletter is published
monthly by the R.I. Bong Chapter,
Membership is Free

All contents of the Wingman are for
the enjoyment of the members.

Permission to reprint any material
is not required, but please credit
"IPMS Richard I. Bong Wingman."

Deadline for submissions is 10 days
prior to the next "General meeting".

General Meeting Friday, September 13 Water Stone Bank 6560 S. 27th Street
Doors open at 7:00 p.m. Meeting starts at 7:30 p.m.

Business Meeting Wednesday, September 18 at Baker's Square 4900 S. 76th St.,
Meeting begins at 5:30 p.m. • All members are welcome!

Time Passages

As we drift into autumn, I am constantly reminded of the passage of time. The death of Jay Wichmann, stalwart "shippie" and former "Wingman" editor on September 1, reminds me that we all are getting older and only death can stop that. Coincidentally, September 1 of this year also was the observance of the 80th anniversary of the start of World War II – the Germans started their blitzkrieg of Poland on September 1, 1939. Also, September 1 was the 13th anniversary of my first day of retirement from FineScale Modeler, although since then, my by-line is seldom absent from the pages of the magazine.

But lets look forward now. We have two items on the agenda for the September 13 meeting: Nominations for club officers, and our semiannual kit auction to benefit the club treasury. I'm looking forward to see who will step up to lead our chapter – for at least the next year. We will have the election at the October meeting as well as enjoy a theme for model displays: The Russians are Coming! That's right, models of Russian/Soviet subjects are welcome!

Then in November, we have our annual club contest. Committee chair John Werwie is getting ready with the contest categories and paper work to establish which of our models deserve recognition and awards!

And of course, the December meeting will feature our annual holiday party and award ceremony.

After that, well . . . we'll see. I don't know what we'll be doing in 2020, because that will be up to the new "administration" to figure out. I trust there will be exciting times coming up!

— Paul Boyer

Upcoming Events Compiled by Jim Erfert

Sept. 13-15 — VSCDA vintage sports cars, Road America, Elkhart Lake

September 14 • St. Louis, MO

IPMS Gateway Chapter Model Show
Holiday Inn St. Louis SW--Route 66, 10709 Watson Road, St. Louis, MO, 63127
Chris Merseal, 314-832-4840, crm@inlink.com

September 21 • Madison, WI

Mad City Modelers annual model kit auction, 1:00 pm. Cranefields VFW Post 1318, 133 E Lakeside St, Madison, WI 53715
Bill Wedeward, 920-478-8214

September 21-22 • Rockford, IL

WW2 reenactment
Guiford Rd. Midway Village, Rockford Il.

September 28-29 • Greenbush, WI

Civil War reenactment
Wade House, Greenbush, WI

Sep 28 • Inver Grove Heights, MN

NordicCon 2019, Inver Grove Heights Veterans Memorial Community Center, 8055 Barbara Ave., Inver Grove Heights, MN, 55077. Robert Maderich, 612-423-2985, robertmaderich69@hotmail.com

October 11-12 • Schaumburg, IL

MMSI Chicago show 2019
Chicago Marriott Schaumburg, 50 N. Martingale Rd. Schaumburg, IL 60173

October 26 • Milwaukee, WI

"THE HAM SHOW"
Lake Lodge Masonic, Hall 1235 E. Howard Ave. Milwaukee, WI. 53207

October 26 • Oshkosh, WI

Winnebago Area Model Classic, Scale Model Show & Swap Meet. Hilton Garden Inn – Oshkosh, 1355 West 20th Ave. Oshkosh, WI
www.facebook.com/wamclassic, wamclassic.wixsite.com/wamc/, wamclassic@gmail.com

October 26

Winnebago Area Model Classic Theme:
50 Years of the Silver Screen. Auto Challenge
Class: GT 2 GTO WAMClassic@gmail.com, www.WAMClassic.wix.com/wamc, www.facebook.com/WAMClassic

November 3 • Milwaukee, WI

Scale Auto Hobby & Toy Show Serb Hall, Milwaukee WI www.uniqueeventsshows.com

Flyers w/maps for these events are sometimes available at the general meetings or by calling me. Please take copies only if you plan to attend. The IPMS/USA website has info on most of these events. Check it out.

Our friend Jay



Long-time R.I.Bong member, modeler, loyal husband and father, and my friend, Jay Wichmann died Sunday morning, September 1 2019. Jay was the editor of the club newsletter, the “Wingman,” back in the pre-digital days. Many of us remember his hosting the “Wingman” meeting in his basement as we typed the stencils, cranked the mimeograph, folded, stapled, posted, and otherwise mutilated the newsletter for hours every month.

Most of you will remember Jay for his amazing knowledge of all things Naval - he was a Navy veteran serving on several ships during his hitch in the early 1960s. You’ll remember his small-scale (but huge-scope) naval dioramas regularly on display at the meetings. You’ll remember Jay and his seemingly voracious appetite for books, often found nose deep into one during the meetings. You’ll remember his frequent travelogue slide-shows, too. I’ll remember him also for his encyclopedic memory for movies and history when we played in a Trivial Pursuit tournament back in the mid ‘80s.

Jay leaves wife Carol (Hales Corners), daughter Gale (northern California), and son Todd (Ohio) and their families. And he leaves the Bong Club diminished.

Fair winds and following seas, my friend.

Paul Boyer
President
R.I. Bong Chapter
IPMS/Milwaukee

Here are the arrangements for Jay Wichmann’s funeral service:

St Mary’s Church
9520 W. Forest Home Ave
Hales Corners, WI 53130

Friday Sept 6th

Gathering/visitation: 11AM

Funeral service: 1PM

Luncheon celebrating Jay’s life immediately after at St Mary’s.

In lieu of flowers please send donations to:

Vitas Healthcare
8300 W Beloit Rd
West Allis, WI 53219

On another subject . . .

I got a call from Walgreens Drugs this week telling me that I was due for a flu shot. After my crypto speridium experience back in '94, a shot given to me at the hospital destroyed all of my body's natural resistance to colds and other diseases, I immediately put down my X-acto #11, my Touch-n-Flow, and my Tamiya Sprue nipper, and jumped into my 2018 Ram Big Horn for the drive over to the local drug store. The pharmacist asked me to wait while he did the paperwork (just about 30 minutes). Finally my name was called by a very pleasant gray haired lady who in about 10 seconds had stuck my left shoulder with a needle and applied a bandage, I was done and on my way back home.

What's all this leading to???? We are now back in the season where club members who have contact with school age children (I call them both "carriers") will be bringing all the colds, and other diseases (measles???) picked up by these "carriers" to our monthly club meetings unconsciously spreading that crap all over Bong Chapter. Without resistance to all these diseases, I get sick really easy. Therefore, I will be using the following procedure in communicating during our meetings. I will no longer shake hands. I will arrange myself at least 36 inches away from anyone who wants to talk. I will be using various anti-bacterial methods to keep my hands free of diseases that are found on door handles, table tops, and model kits that are being sold and/or auctioned. Use a mask??? Maybe, I'll talk with Schemel about that. Anyway, I will appreciate the complete absence of physical contact at the meetings.

I've already been sick once this year. I have absolutely no desire to get sick again. That's the reason for my upcoming conduct that will raise eyebrows, I'm sure. If it gets to the point where I'm better off staying home, I will stay home. And, for those few of you who actually build models, the September meeting will have the distribution of my next Collector Coin model contest using Aarii/Otaki 1/48th scale model kits (that I will provide) due to be completed for the

March 2020 club meeting. And yes, Jimmy, you can use your own kit from your stash if you wish.

From the model building standpoint, I've stopped working on the 1/24th scale Airfix Hawker Typhoon Early (Car Door version) due to big problems with the assembly that I did on the nose of the model. The cowling does not fit over the engine (probably not the fault of the kit). The rest of the kit so far has been superb. Fit is excellent. The model is huge. It already weighs several pounds. I will get back to it one of these days; but for now I have the great pleasure of working on a Tamiya 1/48th scale P-51B in the British colors of the Polish Squadron. By the way, I have this initial reaction to the new Eduard P-51 kit. The engine area on the Tamiya kit is much better for assembly; it has no seam over the engine as the Eduard kit has. For me, that upper fuselage seam that occurs when you join the fuselage halves is always a problem. No matter what you do, that seam will be there. If you use bubble up in assembly, the raised plastic bubbles have to be removed. That seam usually needs sanding. Or, you have to fill the seam and sand it in THE most visible area on the model perhaps removing molded in detail. My reaction is . . . NUTZ! I really like the Tamiya Mustang kits.

Stay well, everyone. Hope you enjoyed your Labor Day weekend. See you all on the 13th.

—AJ

Recap of the 2019 IPMS Chattanooga Convention

by Walt Fink

I don't like form letters, but I'll jot down some thoughts on the Chattanooga Nationals. Seems all my friends who weren't there want to know what I thought of my trip, so for what it's worth from my own points of view, here goes:

I flew into CHA and took Uber to the hotel. When I registered for the event last year and made hotel reservations, there were three lodgings to choose from: the Marriott, which is part of the Convention Center, the Day's Inn, about two blocks down the street, and the Read House, another block farther away than the DI. Phil and I opted for the Day's Inn. I called it "utilitarian" and have stayed in lots of layover hotels in my airline career that weren't as nice, so although it wasn't fancy, it was clean, the rooms were pretty quiet, the staff very accommodating, and there was a 24/7 restaurant (City Café) on the premises. We soon found that the City Café was a return to the days of American Graffiti with its black-and-white tile floors, red upholstered chairs and booths, and Formica-like table tops. Filled with neon signs and a "jukebox" which was playing music of the 60's – 70's, the food was varied and incredibly plentiful, at really-reasonable prices. Nobody went hungry after they ate there. Yeah, it was more than a little loud when it was full of people (as it was most of the time) but I don't think they had any disappointed customers. Southern hospitality at its best with the waitresses calling you "hon" and "shug" and so forth, with their cute little twangs.

We walked over to the Read House Hotel where the closest Starbucks was located and it was like stepping back into the Age Of Opulence, with its marble floors, chandeliers, phone booths with gold phones, (they were probably brass), and décor befitting its designation as a historical landmark. It was so posh looking that you half expected Sir Laurence Olivier to walk through the lobby. Someone told me that it's "officially haunted" and they keep one guest room with its door

bolted shut, just for that spirit, whoever it is. Or was. I didn't get to see that feature, by the way.

The Marriott was very modern and typically Marriott-classy, with its own Starbucks but it was very small and wasn't open all day.

The convention center was immense and had room galore. We used two huge spaces, one for the vendor area and the other for the contest area. We also used several conference rooms there in the main corridor for the many seminars on the program. We took over their main ballroom Saturday night for the "banquet and awards ceremony" which I'll get to later. I don't have an accurate count, but I think I saw that the vendors area had sold 480 tables prior to the show and although a handful of vendors didn't show up, it was still a massive hobby shop with something for everybody. It was well-lit, the aisles were spacious, and there was a nice concession area in the back, where food and drinks were available throughout the day. Needless to say, the place was always busy. I heard from a few vendors that they'd done extremely well this time around.

The contest room was immense like the vendors area, and I didn't figure out the positioning of the categories while I was there. It didn't matter much in the end where things were located, the model count was somewhere around 4800, with the "display only" area accounting for about 1600 of those—something the UK show's done for years and was hugely popular this time around....I hope the Society continues to do that. Likewise the "blast from the past" display was pretty cool, where previous contest winners were displayed. I won't get into individual classes or models because that info will come out in the Journal with photos and contest results. It seemed to me that there were fewer knock-your-socks-off models this time, but instead, excellent ones, with lots of depth in the different categories.

The convention staff scheduled the vendors' area to close an hour before the contest area,

allowing the vendors to go look at the models in the adjacent room. Cool touch.

There was no banquet per se. I don't have numbers, but part of the reason was that the hotel rates were only going to be such-and-such if the Society guaranteed a huge number of banquet attendees, and past records indicated we'd have had trouble getting that many folks to pay for dinner. They substituted an "Ice Cream Social" in its place, selling tickets for \$5.00 each, and telling the attendees they could eat dinner at one of the nearby restaurants of their choice, then come have dessert in the huge banquet hall where the awards presentation would take place.

This became a glitch. Personally, I think it was a stellar idea...I haven't been to a banquet in several conventions, and this seemed like a great cap for the evening "meal", wherever it was, for wherever guys wanted to go chow down. Unfortunately, it was a dessert buffet, not individually-served dishes, and those of us who ended up in the tail end of the line discovered slim pickin's when we got to the buffet tables. Had everybody been considerate of the next person and taken a reasonable amount of dessert, it would've worked out, but when people walked away with three plates' heaped full of whatever they could pile on without its spilling over the sides, the food ran out way before the people did. Mike Moore, the convention chairman, publicly apologized, saying it was his fault and he'd refund everyone's five bucks if they write him. No WAY would I do that, but I'm sure some of the cheaper skates among us will. I still think the ice cream social is a good idea and would like to see it continued at future conventions, albeit with some way to ensure the gluttons with the fat guts who didn't need all those carbs and calories in the first place didn't raid the buffet. Bill and Aris performed their usual show of announcing the winners.

Chattanooga is full of tourist attractions, and lots of them are within either walking distance or within easy riding distance for the two-loop, free shuttle system the city provides.

The north loop and the south loop share a central "station" where you can transfer from one to the other. It's a hop on/hop off means of seeing a whole lot of interesting things, restaurants, and the like. John Jenkins and I took Thursday and went to the Coker Tire Museum and then the International Towing and Recovery Museum, thence drove up to Lookout Mountain. Rode the Incline Railway down to the bottom and back. Cool trip and a beautiful day to look over the whole area of 'Nooga. Pretty area and one I could be happy living in.

I thought the convention was well-run and from an attendee's standpoint, all but seamless. I believe it was the biggest I've seen in terms of areas...the spread was tremendous.

My biggest reason for going to these things is to see best friends whom I get together with once a year or maybe every other year. In that regard, I never get to talk to everybody I'd like to, for as much time as I'd like, but this year I came pretty close. Of course I spent money in the vendors area which I could've kept in my pocket but we all know how "need" and "want" are sorta one in the same when it comes to prowling a swap meet or the like.

That's my perspective. There were lots of "little" things that I haven't included here, and when the official numbers are reported in the Journal or on the website, you'll see how far off I was in my estimates. San Marcos next year, Las Vegas in 2021, and Omaha in 2022.

—Walt

The Trilogy Connection

September Update

Hi People,

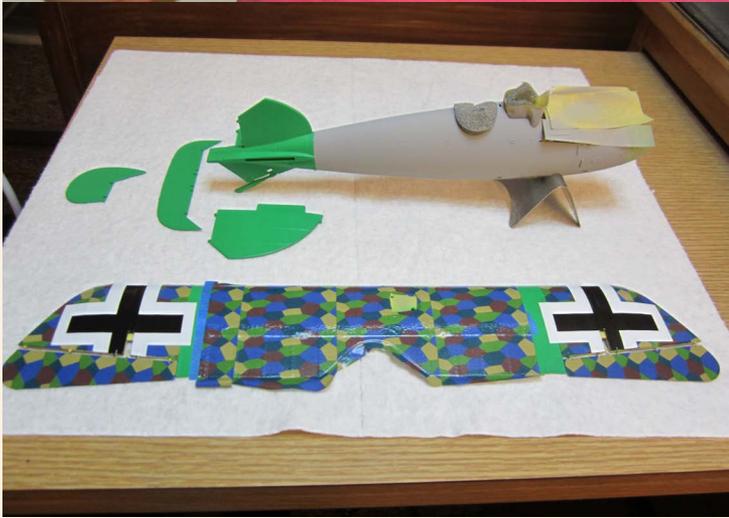
Last month we we took a weekend off and took the Trilogy on the road to Chattanooga for the IPMS Nationals. Jeff and his wife Robin along with Ed and I made the long trek and we have decided that is probably as far is we are willing to drive for an event! But it was well worth the trip. The Chattanooga crew did a great job. It was a really nice venue with thousands of models on display. We really liked the fact that all the venders were located in one big gigantic room with plenty of aisle space. This made for easy perusal and purchase of all the modelling stuff you could hope for.

Good weather and lots of places with good food made for a really enjoyable trip.

Included are are some pics of our current projects, Jeff and his P-61, Ed and his F4U, Dennis and a Corvette racecar, and my Albatross DV. We just keep plugging away having fun as we go.



Happy modelling, Jim



Secretary's Notes by John Plzak

There were nine members at the August Business meeting. Our September meeting will feature our second annual club auction. You all know the drill so just remember to bid high and bid often. All the monies raised go to operating the club. That's why there are no dues to belong to the Bong Chapter. We will also be talking nominations for club officers. As you should know the current e-board that has been in office since Al Jones had hair on his head, are retiring at the end of this year. The elections will be held at the October meeting.

Speaking of October, besides the election of officers we will have two demos in October. Jim Zeske will do a demo on the new Tamiya Lacquer paints that are soon to be available in this country. Also Al Jones will demo his method of decanting spray cans so you can apply the paint with your airbrush. The theme for the October meeting will be the Russians are coming. Any Russian or Soviet subject from any era meets the theme. It will be interesting to see what Jeff Lamott brings along.

Of course the November meeting will be an annual club contest. Dr John has things well in hand as usual and is hoping for another record turn out for the contest. The December meeting will be our annual Christmas party. With the main

course provided by the club and the rest supplied by members bringing a dish to pass around. We will also give out the awards for the November contest and I wouldn't be surprised if a jolly old elf shows up again this year.

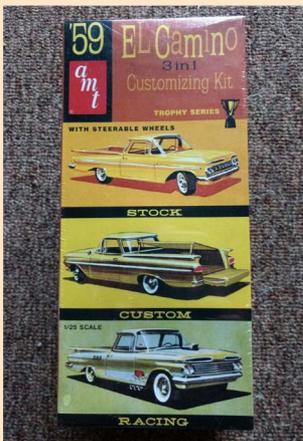
That's all for this month. I'll see you at the meeting.

— JP

2019 Meeting Schedule

Sep	Auction, Officer Nominations
Oct	Elections, Theme "The Russians are Coming"
Nov	Annual Club Contest
Dec	Christmas Party, Awards Presentation
Jan	???

Ed's Car Corner by Ed Doering



KIT #:8669
AMT 1959
El Camino
Scale 1/25
PRICE: \$20.00
Skill Level 2

The Chevrolet El Camino is a coupe utility vehicle produced by the Chevrolet division of General Motors for the 1959–1960 model years in response to the success of its rival,

Ford Ranchero. Production resumed for the 1964–1977 model years based on the Chevelle platform, continuing for the 1978–1987 model years based on the Malibu. El Camino's literal Spanish meaning is "the road." Although based on corresponding Chevrolet car lines the vehicle is classified and titled in North America as a truck.

The first El Camino was produced for the 1959 model year two years after the Ford Ranchero's introduction. Chevrolet stylists had considered a new coupe pickup well before the Ranchero appeared; according to stylist Chuck Jordan, Harley Earl himself had suggested such a thing back in 1952. As was often becoming the case, though, it took Ford's example to convince Chevrolet to move, and Chevy's response to the Ranchero did not appear until 1959, just

as Ford was preparing to shift gears. This was the year of the completely redesigned, longer, lower and wider full-sized Chevrolet. It sold in fewer numbers than the more conservatively styled Fords, but 22,246 El Caminos were sold, beating Ford's 14,169 Ranchero sales.

Like the Ranchero, it was based on an existing and modified platform, namely the new-for-1959 Brookwood two-door station wagon and corresponding sedan delivery variant; unlike those models, the El Camino was available with any trim level and drivetrain option corresponding to the car line, including that of the Chevrolet Impala.

The El Camino was built on Chevy's 1959 passenger-car chassis that featured a "Safety-Girder" X-frame design and full-coil suspension, both of which had debuted on the 1958s. The 119-inch (3,000 mm) wheel-base was 1.5 inches (38 mm) longer than that of the 1958 models, though. Overall length for all 1959 Chevys was up to 210.9 inches (5,360 mm). The

El Camino's payload rating ranged from 650 pounds to 1150 pounds, with gross vehicle weights ranging from 4400 to 4900 pounds, depending on powertrain and suspension options specified. The somewhat soft, passenger-car-type standard suspension enabled the El Camino to stand level without a load. (By contrast, the Ranchero came with stiffer heavy-duty rear springs that provided it with a standard 1100-pound payload rating and gave it a distinct "rake" when unloaded.) The quirky Level Air suspension option, in its second and final year, was listed as available, but was almost never seen on any Chevrolet model, much less an El Camino. The 1959 El Camino was promoted as the first Chevrolet pickup built with a steel bed floor instead of wood. The floor was a corrugated sheetmetal insert, secured with 26 recessed bolts. Concealed beneath it was the floor pan from the Brookwood two-door wagon, complete with foot wells. Box capacity was almost 33 cubic feet (0.93 m³).

The 283-cid Turbo-jet V8 with two- or four-barrel carburetion and several Turbo-Thrust 348-cid V-8s with four-barrel or triple two-barrel carbs (the latter with up to 335 bhp (250 kW; 340 PS) by mid 1959) were among the entrées. Even the 250- and 290-bhp 283-cube Ramjet Fuel Injection engines were available.

THE KIT

This is one of AMT's 'throwback' kits. These kits were boxed as they were in the late 1950s/early 1960s. Those boxes were such that once you got the parts out of the box, there was NO WAY you'd ever be able to get them back in and have the box close properly. I'm convinced that they hired elves to do the packaging as even today, I can't get the lid to close all the way.

Anyway, these were true 3 in 1 kits where one could build the car stock, custom or racing. Included in the box are all the bits to do so, with the racing version having a blown Cadillac engine and large drag slicks. Custom version has some additional interior bits, a bed cover and different grille and tail lights.

AMT kits of the time were fairly well done, though the detail is considerably 'softer' than what modelers demand today. Crisp is not the word one uses to describe the molding of the parts. This lack of clarity is one reason that Revell-Monogram kits are preferred by many of today's model car builder if both companies mold the same car.

In addition to having a full engine, this particular kit has steerable front wheels. The king pins have three different holes for the front axle stubs so that one can do the custom or racing car with the front wheels either raised or lowered from the stock position. This option is not repeated for the rear end, where one has a full rear suspension with drive shaft. Of course, one has the option of stock, custom or racing wheels as well. In the latter option, it is basically just the stock wheel without a wheel cover.

As mentioned, there are optional bits for the interior as well as a bed cover for the custom version. The tail gate is a separate piece and is hinged so it can be posed in the open position.

Instructions are the long, fold-up type that was used back in the 60s. A nice decal sheet is included.

Though I'm sure this isn't everyone's cup of tea, it is the only '59 El Camino of which I'm aware so fans of the type will have to use this one. It should make into a very nice and probably larger than you'd think car model

—Ed

There were 8 model Information cards filled out. Please make sure you fill out the Model Information cards. **Please fill them out clearly.** I enter what I can read and my eyes aren't what they used to be. **Also please leave them on the display table.** The format of this list is: Modelers name, Item being displayed, Kit Manufacturer and Scale.

John Clancy Space Launching Center LOZ ?, Ford Trimotor 5-AT Peter A. Zorn 1/33 (Paper)

Rick Hoffman M3 Late Tamiya 1/35

Paul Johnston BMW GT3 Fujimi 1/24

Ed Doering Mercedes CLK Tamiya 1/24

Chuck Davis P-61B Black Widow Great Wall Hobbies 1/48

Bill Cook T'rantula Atlantis Models ?

Dave Hansen Mitsubishi Ki-109 LJ (Japan) 1/72

Al Jones P-51C Accurate Miniatures 1/48, P-51B ? 1/48



Chuck Davis P-61B Black Widow Great Wall Hobbies 1/48



Art Giovannoni P-47D Hobby Boss 1/48



Al Jones P-51C Accurate Miniatures 1/48



Al Jones P-51B ? 1/48



John Clancy Ford Trimotor 5-AT Peter A. Zorn 1/33 (Paper)



Rick Hoffman M3 Late Tamiya 1/35



Bill Cook T'rantula Atlantis Models ?



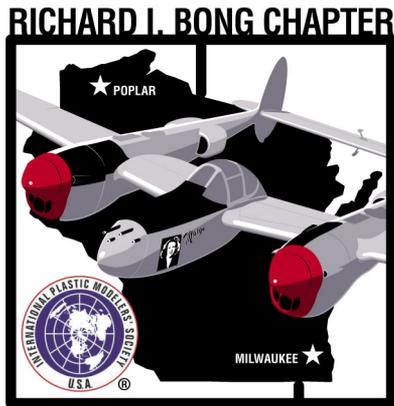
Ed Doering Mercedes CLK Tamiya 1/24



Paul Johnston BMW GT3 Fujimi 1/24



John Clancy Space Launching Center LOZ



2019 Annual Club Contest *by John Werwie*

Friday, November 8, 2019 is the R. I. Bong Annual Model Club contest. Club members are invited to enter a model(s). Entering a model *unequivocally* shows your commitment and support for R.I Bong Club Chapter. Provided below are some of details for your review for basic parameters for the upcoming contest. Contest entry forms will follow in a later Wingman publication for your use.

Model Categories

- Juniors (under 17 years of age)
- Ships (*all scales*)
- Dioramas/Vignettes (*all scales*)
- Figures (*all scales*)
- Open (*what does not fit into the other listed categories is entered in the "Open category"*)
- Car, Truck, and Cycle - Competition
- Car, Truck, and Cycle – Non-Competition
- Military Vehicles – Fully-tracked
- Military Other – Partially-tracked, wheeled, artillery and other (*all scales*)
- Aircraft –Props (*1/72, 1/100, 1/144, 1/200, etc.*)
- Aircraft –Jets (*1/72, 1/100, 1/144, 1/200, etc.*)
- Aircraft –Props (*1/24, 1/48, 1/32*)
- Aircraft – Jets (*1/24, 1/48, 1/32*)
- Best of Show (*one model*)

Fee:

- None

Model eligibility:

- Any model built by the entrant is eligible for entry. The only restriction is that the built model *must not* have been entered in any previous R.I. Bong Chapter annual contest.

Awards:

- *This year more Gold, Silver and Bronze recognitions will be awarded*

Judging:

- Club members present during the annual contest are eligible to judge.

Best of Show

- The *Best of Show* is selected by club members in attendance. Each member has only one vote for one model in this category.

Club Contest Recognition Evening

- Recognition awards shall be presented during the R. I. Bong's Club's annual holiday celebration/gift exchange's December meeting.

Inclement Weather:

- Weather may cause low attendance at the scheduled November annual club contest. Members present would vote on whether to hold the contest or postpone the contest due to low attendance. If the meet requires rescheduling, the contest would be rescheduled early in the following year, not during the December meeting because we would need the tables for seating to consume tasty, high, unhealthy caloric food/treats brought in by members for members to consume.

Please support our local Hobby Shop friends!

Model Empire

7116 W Greenfield Ave
West Allis, WI 53214-4708
(414) 453-4610
www.modelempireusa.net

HobbyTown USA

1704 S 108th St, Milwaukee, WI 53214
(414) 771-5215
htuwestallis@sbcglobal.net

Happy Hobby

7125 N 76th St
Milwaukee, WI 53223-5007
(414) 461-6013
www.happyhobby.com
see our other greater Milwaukee locations

Adventure Game & Hobby

248 Maple St
Waukesha, WI 53186
(262) 548-9177
www.adventuregamesplus.com

WANTED

Any and all model military kits. If you have come to the conclusion that you will never have time to build all of your kits, now is the time to turn those unwanted kits into cash. I'm a dealer that needs inventory for kit shows. I'm only interested in complete, unbuild examples. Thanks — Pete Gitzel
262-895-2975 home • grizzly3@wi.rr.com • 414-331-3339 cell

Military Collectibles Shop

9707 W. Greenfield Ave
West Allis, WI 53214
(414) 727-1190
militarycollectorsHQ.com

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

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Call Todd Augustine for a quote

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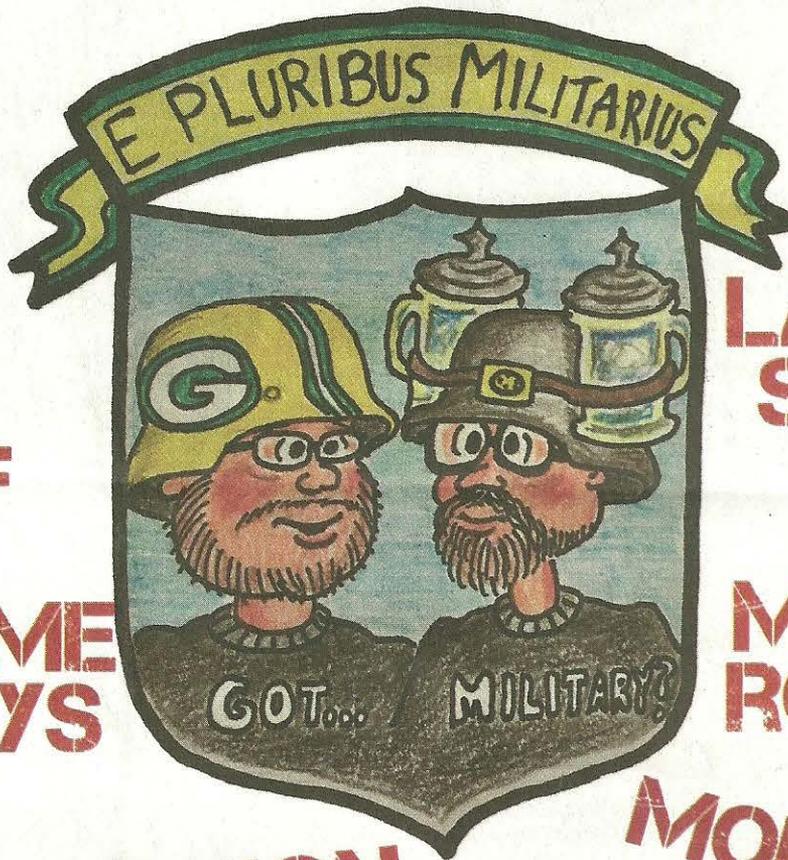
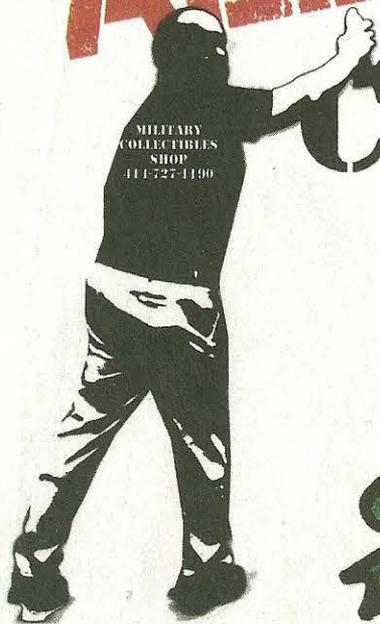


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Engine starts, & bike runs & drives a-ok.

I bought it a year ago, in 2017. It was a left over 2016 model

It ONLY HAS 30 MILES on it. Not even broken in yet.

The VIN number is : ME3FSV276GK500635

The bike has been garage stored since day of ownership

Owned by a 70 year old adult who respects bikes, & keeps them in gorgeous condition.

Here are a list of the things I’ll include with the bike:

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CONTACT: Ed Doering

(414) 545-4467

E-mail: e_doering@yahoo.com

