

THE CENTRAL NEW JERSEY CHAPTER



OF THE
INTERNATIONAL PLASTIC MODELERS SOCIETY
NEWSLETTER
WWW.CNJC-IPMS.ORG



CNJ IPMS CLUB CHAIRMEN

PRESIDENT

NEWSLETTER EDITOR

John Stark III
732 Albert Avenue
Road
Lakewood, NJ 08701
NJ 07755

Phone: (908) 783-5207

Email: jstarkiii@aol.com
draken07@gmail.com

VICE PRESIDENT

JOE LOVE
815 Sinclaire Road

Point Pleasant Beach, NJ 08742

Franklin Lee "Draken"
2 Peachtree

Oakhurst,

(732) 740-7509

Meeting Location
Central United Methodist Church
729 Arnold Avenue
Point Pleasant Beach 08742
4th Friday each Month at 7:30PM

IN THIS MONTH'S NEWSLETTER

1. Club Meeting Notes
2. Idle Thoughts
3. Meeting Pictures
- 4.

NEXT MEETING May 26

CLUB MEETING NOTES:

A relatively quiet night as far as what is new, exciting, and upcoming. It is still a good night to get together, check out everyone's builds and share tips and hints. Kind of what a club should be. I would still like to impress on each and every one of you to try and put something together to contribute to the newsletter, and to try and bring a guest some time. We all realize that we are not a large club, we are a whole lot of fun, but I would like to see us grow a little. I still manage to drop some of the club cards off whenever I get to a hobby store to try and get the club out there; hopefully you are doing the same.

We had a good showing on the build table and a nice number of members in attendance. It's always a great time when we gather around the build table and discuss the models brought in. I would like to remind you all though, when we are around the build table we are trying to pay attention to what the builder is telling us, he is telling us about his build, if you need to have a separate conversation, please take it away from the build table, and keep it low please.

Keeping it fun, that's the way it is meant to be.

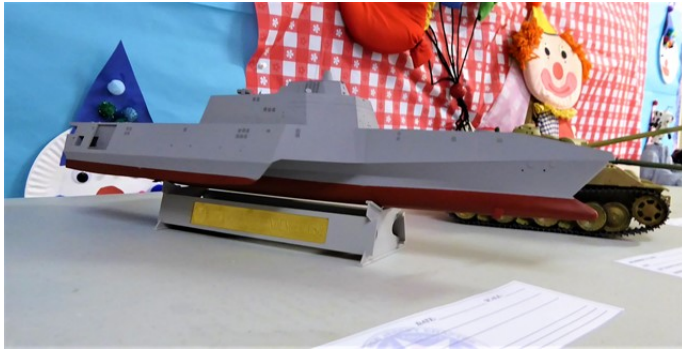
This month's themes: Animal Names (bring your Mustangs, Cobra's, Rhino's whatever, you get the idea), current WIP's (work in progress), Latest finished builds

IDLE THOUGHTS:

Once again time has sort of rushed right by me, I look at the calendar and realize I really should be putting my fingers to the keyboard and getting some kind of newsletter together. I finally went back to work, but 4 days later was laid off once again. It does get tiring after a while. I have been making up for it by working quite a bit more at Raceway Park.

While working the fire truck, I at least get to play with the camera a bit. I've been working a few of the drifting events; I get some nice shots of the guys and gals out there, sliding around tearing up their tires and getting it done. They end up getting posted on my FB site and tagged to the Club Loose drift car site. I have not been in the model room much though, I have any number of projects started, just haven't got around to finishing any. I guess as I have stated in the past, I have a problem, I'm a professional model starter. Summer is quickly coming on us and that usually brings a slowdown in the building process, and a little more seat time sitting in traffic trying to get to the meetings. Leave yourselves a little more time so you can deal with the beach traffic, and be careful, keep an eye on the bennies. See you all Friday night

MEETING PICTURES:



A couple of Franklin's works in progress

Trumpeter 1/350 scale USS Independence LCS-2 painted Tamiya Dull red TS-33 (can paint), Sky Gray XF-19 airbrushed with an Iwata Neo TRN2 with .3 tip.

Tamiya 1/35 scale Panther paint used Tamiya Desert Yellow, Dark greenXF-61, weathered with Vallejo weathering paint. The two base colors are airbrushed with Paasche single action "H" airbrush and the weathering was done by dry brushing



Ed's 1/25 '53 Studebaker Sedan Delivery W.I.P. is a Jimmy Flintstone resin body with an AMT '53 coupe donor chassis, he built the floor in the rear and used decals made on his computer



The 1/35 scale figures are from the LUNADIVER STINGRAY KIT (Maschinen Krieger) manufactured by Hasegawa. The Maschinen Krieger , Ma.k. Zbv3000 is a sci-fi story line created by Kow Yokoyama. The rock formation I pirated from "THE Wolf Man" kit.

The LUNADIVER is a type of aerial fighter used in space , the figures are considered Power Suits (fighting suits) worn by humans.

I enjoyed building the kit and only recently painted the figures with water based acrylic paints (Americana from Michael's Stores)

The Blue non-science fiction build is Phil's 1/25 AMT "40 Ford Street Rod, utilizing parts box extras and Duplicolor paint, color not noted



Franklin's Revell 1/35 scale Panzerhaubitze Self Propelled Howitzer, Tamiya spray can TS- 61 NATO Green base color, will be using Vallejo NATO black and NATO brown. The wheels are painted using Testors Flat black paint marker; I find it much easier using the marker to paint the black tires on the wheels. This is one of the models I started a while back just want to finish it.



Ed's "37 Ford Stock car W.I.P., it is a Big Donkey resin body, an AMT "40 Ford Sedan donor chassis and drive chain with scratch built bumpers



Ed's modified die-cast, the front plow is from an AMT Chevy Blaser kit, the wrecker boom is from the Revell Midnight Cowboy kit



This beauty comes to us from Scott V; it is an Italeri/ESCI 1/48 Spanish Mirage F.1M Tiger Meet build
He utilized aftermarket decals and a resin cockpit, neither manufacturer was listed





This is John V's NNL find and description

It's a 1967 Ford Mustang Dealer Promo. The year dated on the car is 1967.

I Believe it is 1/10th scale.

The back Flips forward to access the battery housing.

There are 2 switches by the battery housing.

One is for the lights, and the other to allow the car to move forward on battery power.

The hood opens up to display a very basic engine.

The front wheels can be turned to the right and or to the left.

Great model from yesteryear.

Great find.

I only paid \$35 for it from one of the vendors at NNL.





The Ma.K box shown is an un-built model "FIREBALL" S.A.F.S Space Type fighting suit and is a larger 1/20 scale , manufactured by "NITTO" issued 1997 (Kow Yokoyama)



Franklin brought this in with him, I have no info on it, other than what you see on the box



This was my NNL buy, I like the simplicity of the Trabant and wanted to add one to my collection, a friend of mine said that this version is a much better build than the coupe kit

Trabant 601

From Wikipedia, the free encyclopedia

Trabant 601



Trabant 601 in 1963

Overview

Manufacturer	VEB Sachsenring
Also called	Trabbi
Production	1963–1990
Model years	1964–1990
Assembly	Zwickau, Germany

Body and chassis

Class	C-segment
Body style	<div>2-door saloon (Limousine)</div> <div>2-door estate (Universal)</div> <div>Doorless ATV (Tramp)</div>

Layout	FF
Platform	Trabant P601
Related	Wartburg 353
Powertrain	
Engine	P 6x (<i>Otto</i> , 594,5 cm ³ , 19,1 kW)
Transmission	4-speed manual
Propulsion	Tyres
Dimensions	
Wheelbase	2020 mm
Length	3555 mm
Width	1505 mm
Height	1440 mm
Kerb weight	615 kg
Chronology	
Predecessor	Trabant P60
Successor	Trabant 1.1

The **Trabant 601** (or **Trabant P601** series) was a [Trabant](#) model produced by [VEB Sachsenring](#) in [Zwickau](#), [Sachsen](#). It was the third generation of the model, built for the longest production time, from 1963 to 1990. As a result, it is the best-known Trabant model and often referred to simply as "the Trabant" or "the Trabi". During this long production run, 2,818,547 Trabant 601s were produced overall and it was the most common vehicle in former [East Germany](#).



A 1988 Trabant 601 S Deluxe.

With hindsight it can be considered East Germany's response to West Germany's 'Peoples Car', the [VW Beetle](#).^{[1][2]} Its purpose was to provide a cheap but still reliable car that was very affordable and also easy to repair and maintain. Still, it was at the time of its release rather modern in many ways, with [front wheel drive](#), a low maintenance engine, unitary construction, composite bodywork and independent suspension all around. The main letdown was the pre-war [DKW](#) based engine that was competitive when launched, but from the late 1950s into the 1960s, small economy in western countries that used two-stroke engines, were replaced with cleaner and more efficient [four-stroke engines](#), as employed from the start in the [Volkswagen Beetle](#). Two-stroke engines of this sort, with crankcase scavenging and lubricating oil provided during fuel intake, burn their lubricating oil by design and produce smoky tailpipe emissions. However, [two-stroke engines](#) were also to be found in cars like the Western German [Auto Union 1000](#) that ended production in 1963, and the Swedish [Saab 96](#) that changed to four-stroke in 1967. The lack of development funds in East Germany forced the continued use of a two-stroke engine in the Trabant, thus causing this vehicle to become obsolescent in the 1960s and extremely obsolete by the 1980s.

History^[edit]

The Trabant 601 was a modern automobile when introduced in 1963, with 150 [Pre-Production examples](#). The body was modified from the previous P50/P60 variants of the Trabant, with a heavy emphasis on the front and roof area. The back of the car was also modified with different taillights and a higher trunk loading height as compared to previous models. Overall the design was praised, particularly on the then modern double trapezoid design. Originally production was planned to run from 1967 to 1971, but in practice continued until 1990. The original engine was only 17 kW (23 hp), but in 1969 a new version was offered with a 19.1 kW (26 hp) engine. In 1974 a [Needle roller bearing](#) was added to the [connecting rod](#), allowing for a 50/1 lubricant to be used. Through the addition of a 2-stage carburetor in 1984, the fuel consumption was brought down by 1/100 l/km. With these additions, the top speed measured was measured to be 107 km/h.^[3] Even with these improvements the fuel consumption could still rise rapidly with extended acceleration or when towing a trailer. The P601 also had an [overrunning clutch](#) when running in 4th gear.

Over the course of decades, the design of the Trabant changed little. This caused the increasingly obsolete Trabant's reputation to worsen. This however had little effect on the sales figures - wait times of 10 years or longer for a new car were not uncommon. The price for a new Trabant in 1985 was 8,500 [Mark](#) for the 601 Standard, and 9,700 [Mark](#) for the most expensive model, the 601 Universal S de Luxe.^[4] Available options at this time included a shelf under the instrument panel, intermittent and [hazard flashers](#)

New models were considered with the P602, P603, and P610 being planned in Zwickau. Among other improvements researched were larger motors such as the [Wankel engine](#). All improvements however were blocked by the GDR government, which considered them unnecessary and feared extra costs.

When a successor, the Trabant 1.1, was eventually developed it had very minimal external differences. At first glance the only changes were a new radiator grille, and the movement of the Fuel cap to the rear right of the car. Upon closer examination however, the interior was subject to many changes.

FUTURE THEME NIGHTS, IDEAS AND WORKSHOPS

WORKSHOP IDEAS	THEME NIGHT IDEAS
CLEAR COAT FINISHES.	PAPER BAG
WEATHERING	FINISH IT(Bring in an unfinished kit any time, to be finished by September's meeting)

AIRBRUSHING	CLUB MODEL KIT BASH
POLISHING	SCI-FI NIGHT
FILLERS AND PUTTIES	EGG PLANES
RESIN DEMONSTRATION	Mosquito-Con 25 Award Winners
PREP WORK	