



# O.H.M.S.

*Oklahoma Historical Modelers' Society*  
**NEWSLETTER**



**Volume 48, Issue 12**

**December 2018**

## Coming Events

December 7--OHMS Meeting. MOM contest. Budget Build contest.

December 21--OHMS Meeting. Christmas Party

January 4-- OHMS Meeting. MOM contest.

January 18-- OHMS Meeting. Program Night. Build Night

January 27--CALMEX 33, IPMS/SWAMP, Lake Charles Civic Center, 900 Lakeshore Drive, Lake Charles, LA

[Robert Leishman](#) 337-589-4614

## Meeting Reports

### **Business Meeting—November 2**

Final reminders were given concerning the upcoming club acution. We also had a little discussion about the Christmas party in December.

### **Model of the Month— November 2**



*WW I Australian Model T's*

*Butch Maurey*



*1933 Chrysler Imperial Phaeton*

*Jeremy Thomas*



*Tiger I*

*Ethan Willis*

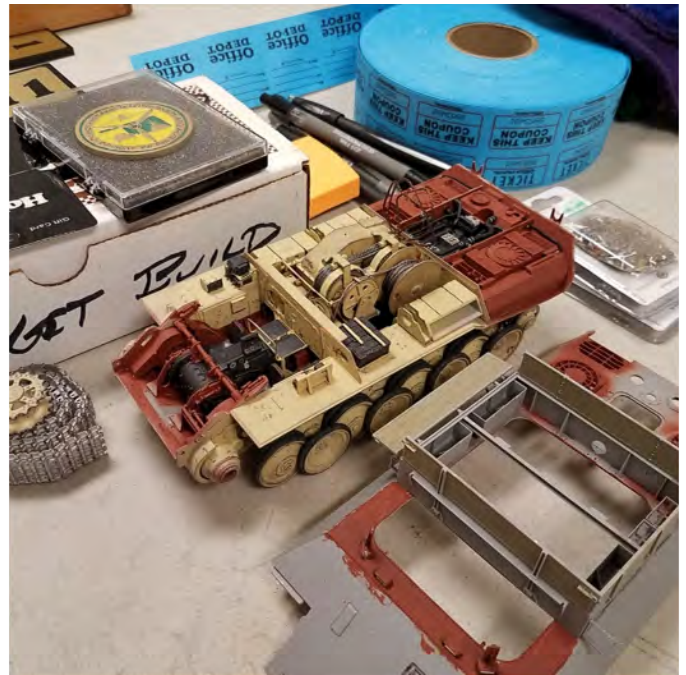
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*1958 Edsel Pacer*

*Dave Kimbrell*



*The Flash*

*Rick Jackson*

Jeremy Thomas pulls off a double as he was again the MOM winner.

And there were some WIP's





## Program Night—November 16

### Club Auction

Another edition of the famous OHMS Auction is in the books. We didn't have quite the year as last time, but I'm certain that that one won't be matched for some time, if ever. Still, \$672 is one if the highest on record. As usual, one can never tell what will be there and what will start a bidding storm.



This year the Order of the Flapping Wallet was extremely close but was pulled out by Ethan Willis. Seems he had a strategy as this was his birthday. Everyone gave him money which he used to get a bunch of models at the auction. I wonder if everyone in the club will now be born in November?



What's the big deal, you ask? It so happens that this is the last feature in the December 2018 Fine Scale Modeler. The builder, Jeanet Burnett, happens to be the girlfriend of OHMS member Mark Walcott.

Rumor has it that Dave is concerned.

## A few thoughts from the Head Chicken...

### Get Your Dues Paid

The dues have traditionally been due the first meeting in January and we prorate the dues as the year goes along to accommodate new members joining later in the year. Therefore, it should not come as a surprise we ask for money at that time. The \$15 annual charge is less than many groups, (Metro IPMS charges \$25, for example). We produce a regular monthly newsletter. In addition, club members get a discount, on model kits, at the Norman Hobbytown.

We try to be laid back and not pressure people to join the society or hound people about their dues. However, the dues exist for two reasons. First, they fund the club; no matter how you do it, any group needs some money to function. Second, it differentiates the member from a visitor, giving the member a stake in what goes on in the society.

We have always welcomed non-members and will always to do so. However, while we welcome their input, non-members should not vote on club activities, nor should non-members presume to represent the society. This is important to remember when we all get caught up in the moment.

So, be prepared to pay up in January.

Dave Kimbrell

## The Dark Side

Come to the Dark Side...mediocrity knows nothing above itself, but talent immediately recognizes genius.

### WWII Box Cars

These are the rolling stock that moved the goods, food, condoms, ammunition, parts, troops, POWs, and Holocaust victims from Narvik to Athens; from Cherbourg to Stalingrad. When the P-47 is shooting up a train, this is the receiving end of the stream of bullets. (Note the 45th Infantry insignia on the shoulder of the American at Dachau.) Some cars had a guard station added.

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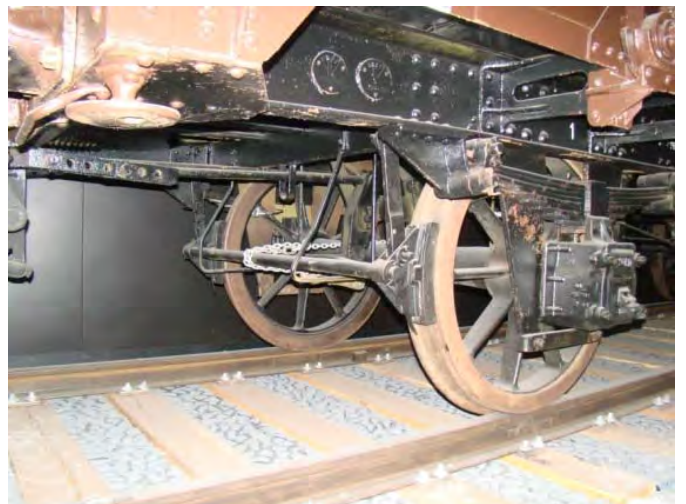


It has been a long time coming and everyone thought **Dragon** or **Trumpeter** would follow up all their railroad stuff with a box car, but no. Finally, the relatively new company **Thunder** released one in 1/35th scale.



The 1/35th **Thunder** G-10 box car comes in light grey plastic, on nine sprues, with two frets of P.E. and some wire; cost about \$52.00. However, there are no railroad tracks included in the kit. **Miniart** offers some as a separate kit (also a number of other related railroad items) and if this is your area of interest, you probably have some extra track from another kit.

These following pictures are of a **Forty and Eight** at the Air force Museum They are about the same size and have similar details. The **Forty and Eight** was French from about 1870 and designed to hold forty men or eight horses. I have been trying to run down information on European boxcars, but there is not a lot of clear information. All the related designs go back to before WWI, so they have a wide range of usage.







Special note: In 1949, forty-nine **Forty and Eights**, filled with gifts, were sent to the United States from France as thanks for aid sent after WWII. One for each state and one divided between Hawaii and the District of Columbia. There is one preserved here in Oklahoma.



### General Knowledge and Private Information

In the beginning...



Dave Kimbrell



## BATHTUB ADMIRALS

### Mers-el-Kebir

This is another port that, like Hashirajima which I wrote about a few months ago, was unknown for a long time. Its reason, though, was simply in the name.

Back in the dark ages when I was growing up, WW II history would reference the attack by the British Navy on Oran to destroy the French fleet there. I don't know when it started, but modern writers use the name Mers-el-Kebir when talking about it.



*A 19<sup>th</sup>-century photo of the fort overlooking the harbor. The breakwater, extending to the right, has yet to be built.*

In those earlier books, the authors apparently decided to use the nearby city as the point of reference so the reader would have an easier time finding the battle on a map. Oran is actually about 2 miles east of the location of the base at the other end of the anchorage while Mers-el-Kebir is the accurate name for the anchorage.

Over the centuries, the area passed through many hands. It was first occupied by Romans. It was probably one of the many portages for Barbary pirates who are associated with Oran in histories. The name apparently comes from the name of the fort that overlooks the location and the smaller city below it that was given to it when the French gained Algeria in the early 1800's. Mers-el-Kebir wasn't the largest French base in the area but served a purpose since it allowed the French to space out their forces on the African coast.

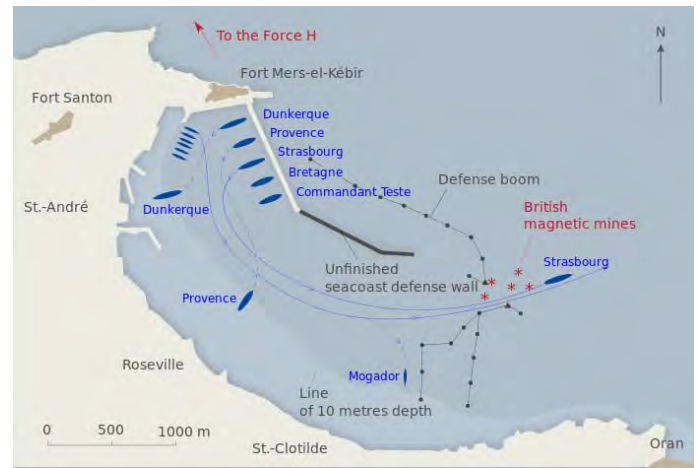
The French dispersed their fleet from French ports when Germany invaded France in 1940 with many of their ships ending up in the African ports. This greatly concerned the British since the Italians were already a danger. If the French ships somehow fell under Axis control the Med might become untenable.

### Changing Tides

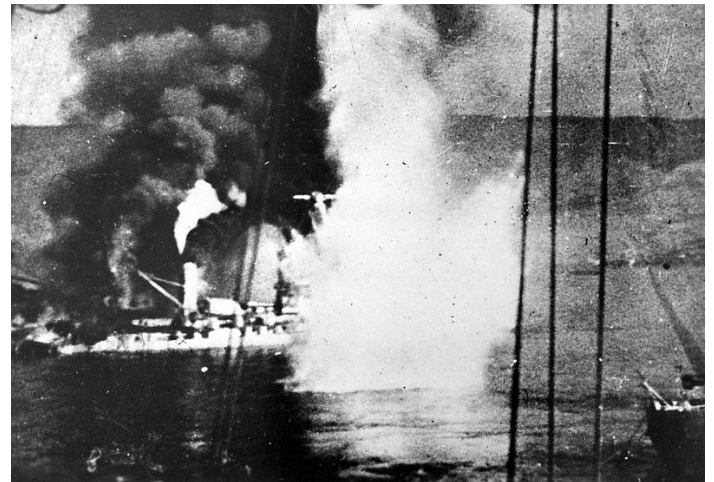
Sure enough, when the French-signed armistice went into effect on June 25, 1940, plans to neutralize the French fleet went ahead despite Vichy French assurances that a turn-over would not happen. Ships that were in British ports were interred. The French navy was given the option to sail their ships to neutral ports for interment or risk destruction. Given Anglo-French history, this was not well received. It also put the French in a bind as the demands conflicted with the armistice.

Mers-el-Kebir was one of the largest concentrations. Located there were the older battleships *Provence* and *Bretagne*, the battlecruisers *Dunkerque* and *Strasbourg*, *Commandant Teste* and five destroyers. Against this the British brought Force H from Gibraltar including battleships *Hood*, *Valiant* and *Resolution* and the carrier *Ark Royal* along with their cruiser and destroyer escorts.

It wasn't exactly a sneak attack. Earlier, the British had laid magnetic mines at the mouth of the harbor and the French did sortie from Algiers and Toulon to reinforce Mers-el-Kebir. Still, it was certainly a one-sided affair. Despite the warnings given, the French fleet was completely unprepared as they expected the British to 'act with honor'. All of the French ships were anchored and steam had to be raised once the attack started.

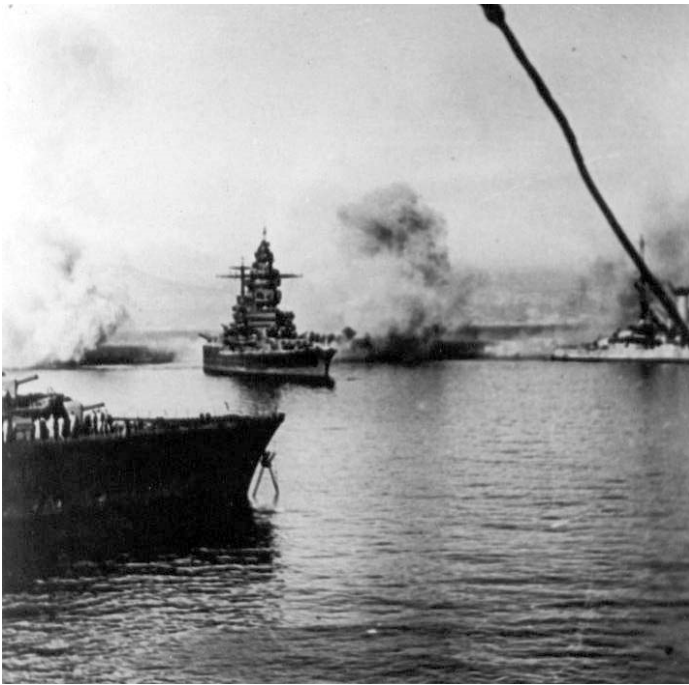


The first phase of the attack consisted of bombardment from the battleships of Force H. Within fifteen minutes, *Bretagne's* magazine exploded and the other ships were hit to varying degrees. *Dunkerque* and *Provence* got under way only to beach themselves to avoid sinking at quayside. Swordfish then began bombing runs. It was during this period that *Strasbourg* and some of the destroyers were able to leave the harbor.



*Bretagne burns.*





Strasbourg making her escape.

The British returned on July 8 believing that the initial attack was insufficient. In this attack a patrol craft moored alongside *Dunkerque* was hit and sunk. The ship was loaded with depth charges that ended up further damaging *Dunkerque*.



This essentially ended her career. She was refloated, but the limited facilities at Mers-el-Kebir mandated the only the most basic repairs could be done. In February, 1942 she was able to reach Toulon along with other survivors of the attack and was dry docked. The North African invasions in November prompted the Germans to attempt to seize the French ships. By this time, *Dunkerque* was still being repaired at dockside. She was scuttled and became a total loss.

The second attack on *Dunkerque* also ended any major activity a Mers-el-Kebir beyond the attempts to repair her. As a side note and previously covered in the article about Gibraltar, it was this and the other British attacks on the French fleet that prompted their air attacks on The Rock.

## Kits

Quite a few kits exist of ships involved in this action. The British side has long been covered but the French side is also rather well represented.



Heller, not surprisingly, has released 1/400<sup>th</sup> scale kits of *Dunkerque* and *Strasbourg* several times. Hobby Boss has recently released 1/350<sup>th</sup> scale kits of the battlecruisers as well with the *Dunkerque* box art depicting the battle.







Moving to 1/700<sup>th</sup> scale, the number of manufacturers and subjects increase. Not only do we find the above subjects, HP Models has kits of the battleship *Provence* and destroyer *Mogador* (the only one I've seen named in accounts). You can also find a kit of *Comandante Teste*.

Rick Jackson

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# OHMS EVENT CALENDAR

## 2018

### December

- 7 OHMS Meeting. MOM contest. Budget Build contest.
- 21 OHMS Meeting. Christmas Party

## 2019

### January

- 4 OHMS Meeting. MOM contest.
- 18 OHMS Meeting. Program Night. Build Night
- 27 CALMEX 33, IPMS/SWAMP, Lake Charles Civic Center, 900 Lakeshore Drive, Lake Charles, LA [Robert Leishman](#) 337-589-4614

### February

- 1 OHMS Meeting. MOM contest
- 15 OHMS Meeting. Program Night.
- 16 ModelFiesta 38, IPMS Alamo Squadron, San Antonio. San Antonio Event Center 8111 Meadow Leaf Drive, Len Pilhofer - [MFDirector@alamosquadron.com](mailto:MFDirector@alamosquadron.com)

### March

- 1 OHMS Meeting. MOM contest. Budget Build contest.
- 15 OHMS Meeting. Program Night.
- 30 RiverCon VIII, Bossier Civic Center, 620 Benton Rd, Bossier City, LA,, IPMS/Red River Modelers, contact [Andy Bloom](#) 318-294-2414
- 30 IPMS Tulsa Modelers Forum model contest, Bixby Community Center, 211 N. Cabaniss, contact [Greg Kittinger](#) 918-260-8349

### April

- 5 OHMS Meeting. MOM contest.
- 19 OHMS Meeting. Program night. Build Night
- 27 IPMS Houston Modelmania 2019--Stafford Center, 10505 Cash Road, Stafford, TX 77477. Contact [Tom Moon](#) 832-512-0107

### May

- 3 OHMS Meeting. MOM contest.
- 17 OHMS Meeting. Program Night. Night at the Museum (TENTATIVE)

### June

- 1-2 Tulsa Figure Show and contest at the Wyndam Hotel in Tulsa
- 2 **Region 6 Contest** Scalefest—IPMS/NCT— Grapevine Convention Center, 1209 S Main St. [Map](#) IPMS-North Central Texas
- 7 OHMS Meeting. MOM contest. Budget Build contest.
- 8 IPMS Metro OKC will host Soonercon at Council Road Baptist Church, 2900 North Council Road, Bethany, Oklahoma. Contact [Richard R. Fisher](#) 918-724-8929
- 8 Heartland Model Car Nationals. Overland Park Convention Center, 6000 College Blvd. IPMS KC Slammers Model Car Club Contact [Bill Barker](#) (913) 250-0906

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