

IPMS ORANGE COUNTY

Newsletter – April 2019

Volume 27 # 4

Southern California's Premier Model Club



The President's Column

By David P. Frederick

"ValleyCon 2019"



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Going back to the original meeting place ValleyCon 2019 was held at the Pasadena Convention Center. As you can see from the photo the crowd were hovered around the tables to look at models. This year I was asked to judge and gladly contributed my efforts to the modeling cause. The Categories could have used yarn to delineate the difference between the different subjects. The first part of judging was to figure out what is in the category to be judged. There were more than five hundred models at the event.





President's Column



A good turn out with Science Fiction well represented by quality and quantity.



The newly released polar lights Star Trek Klingon K'T'inga Battlecruiser was built and lit up.

The judging was different from IPMS awards. There were Gold, Silver, and Bronze awards. However, unlike AMPS or the San Diego Secret Society which the judging is not done according to a point standard, there is only one Gold, two Silver and Three Bronze awards. Unfortunately, due to the number of models that flooded the table overwhelm ValleyCon as there was not enough awards to be passed out at the show. Nevertheless, awards to those who did not receive was promised later. As a venue change for OrangeCon this year, I am glad to see that the return to the New (old) venue for ValleyCon did not break the momentum of the show. **DF**

Raffle Czar sneak peek of models for April Monthly raffle:

- | | |
|-------------------|---|
| 1. 1/72 Aircraft: | Tamiya Vought F4U-1A Corsair |
| 2. 1/35 Armor: | Tamiya U.S.M1A1 Abrams 120 mm gun MBT |
| 3. 1/25 Auto: | Moebius 1952 Hudson Hornet Convertible |
| 4. 1/72 Sci Fi: | Ban Dai Red Squadron X-Wing Starfighter |
| 5. 1/700 Ship: | Trumpeter USS Hornet CV-8 |



US NAVY Reference Photo

SOUTH CHINA SEA April 4, 2019

F-35B Lightning II aircraft assigned to Marine Fighter Attack Squadron (VMFA) 121 are secured to the flight deck of the amphibious assault ship USS Wasp (LHD 1) during Exercise Balikatan 2019. Exercise Balikatan, in its 35th iteration, is an annual U.S. Philippine military training exercise focused on a variety of missions, including humanitarian assistance and disaster relief, counter-terrorism, and other combined military operations. U.S. Navy photo by Mass Communication Specialist 1st Class Daniel Barker. *TH*



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Meeting Notice & Agenda

Date: April 19, 2019

Theme: *Hit the Beach*

Doors Open: 7:00 p.m. or earlier

Meeting: 7:30 to 10:00 p.m.

Location: La Quinta Inn & Suites

3 Centerpointe Drive

La Palma, CA 90623

Right Off the 91 Fwy at Valley View

2019 Chapter Officers

President David Frederick

1st Vice President Sean Fallesen

2nd Vice President *Position Retired*

Treasurer Jeff Hunter

Secretary *Split Duties –*

Nat Richards – Badges

Mike Budzeika – Scribe

Gordon Zuther – Audio

Contest Director Dan Matthews

Volunteers

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P.O. Box 913
Garden Grove, CA 92842
ocipms@aol.com



Club Website www.ipmsoc.org

National Website
www.ipmsusa.org



Orange County Contest Themes for 2019

JANUARY 18, 2019 - TOPLESS MODELS

Open cockpit planes, Convertible cars, Open bridge ships, open top AFVs, motorcycles.

FEBRUARY 15, 2019 – AIRFIX - Any Airfix kit, old or new, any subject.

MARCH 15, 2019 – WELCOME TO THE JUNGLE

Any subject with animals depicted through markings or the subject is named after an animal. i.e. a C-2 greyhound, aircraft with tiger meet markings, or a Ford Mustang

APRIL 19, 2019 – HIT THE BEACH

Any subject related to amphibious warfare. I.e. transport ships, helicopters, vehicles that go aboard landing craft, etc...

MAY 17, 2019 – BUILD NIGHT > NO CONTEST

JUNE 21, 2019 – D DAY 75TH ANNIVERSARY

Any subject present in use for operation overlord. June 6th, 1944

JULY 19, 2019 – WORLD WAR 2 PACIFIC THEATRE

Any subject found in the pacific theatre during World War 2; 1941-1945 9 (Axis or Allied)

AUGUST 16, 2019 – GREEN

Any subject whose predominant color is any shade of green

SEPTEMBER 20, 2019 – FIRST RESPONDERS

Any subject related to police, fire, and first aid. I.e. fire truck, or a field ambulance, aircraft used in firefighting or search and rescue, etc...

OCTOBER 18, 2019 – BUILD NIGHT NO CONTEST

NOVEMBER 15, 2019 – BEST USMC SUBJECT

(Marine Corps Birthday) Any subject, any time period. i.e. LVT-4, F-35B, etc.



Orange County Contest Themes for 2019

DECEMBER 20, 2019 – HOT AND COLD

Any subject whose color scheme is either desert or winter camouflage

JANUARY 17, 2020 – FIRST CLASS

Any subject that is the first of its series. I.e. lead ship in a class of ships, F-16A, etc.



ORANGECON 2019

New Venue for this year's show.

October 12, 2019

Hotel Fullerton Anaheim

1500 S. Raymond Ave.

Fullerton, CA 92831

THEME: D-Day June 6, 1944. Any subject in use on June 6th 1944 anywhere in the world.



OrangeCon

Model Contest and Vendor Fair

SATURDAY OCTOBER 12, 2019



**Be a part of Southern California's
largest exhibit of scale models**

New Location: Hotel Fullerton Anaheim
1500 South Raymond Ave.
Fullerton, CA 92831
(Raymond Ave. between Commonwealth & Orangethorpe)

Schedule:	Open To The Public	9:00 AM to 5:00 PM
	Vendor Set-Up	8:00 AM to 9:00 AM
	Model Registration	9:00 AM to 11:30 AM
	Contest Judging*	Noon to 3:00 PM
	Awards Presentation	3:30 PM to 5:00 PM

** Portions of the Contest Room will be open during Judging
on a rotating basis. Your cooperation is requested.*

Admission:	Spectator Admission	\$ 7.00
	Contest Admission (includes first 3 models)	\$10.00
	Contestants Under 12	Free
	Model Entry fee after first 3 models	
	Adults	\$ 1.00
	Junior and Young Adult	Free

**For a complete list of contest rules, registration forms and other
information, please visit our website at: www.ipmsoc.org**

For more information:

IPMS Orange County, P. O. Box 913, Garden Grove, CA 92842
web: www.ipmsoc.org • e-mail: octreasurer@gmail.com

**Contest Theme Award
for OrangeCon 2019**

D-Day - June 6th 1944

**Any subject in use on that day
- Military or Civilian Subject**



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OrangeCon 2019 Vendor Reservation Information

Vendor Tables are \$ 60.00 if paid before September 1st 2019,
or \$70.00 if paid from onward September 1st 2019.

If you do not have access to the Internet, complete this form and send it to: IPMS Orange County, PO Box 913, Garden Grove, CA 92642. You will be mailed all of the information you need to rent vendor tables.

Name:

Business Name:

Address:

City:

State:

Zip:

Tel:

E-Mail:

Vendor Table Registration Instructions

1. Access the IPMS Orange County website, www.ipmsoc.org, to begin the Vendor Registration process.
2. At the OrangeCon tab, pull down the Vendor Information and Forms and read How To Reserve A Vendor Table.
3. Print, Read and Complete the Vendor Registration Form and Vendor Contract.
4. Read the tab BOE Form 410d, go to that website, download the form, complete and sign.
5. Pay for your Table(s) online and e-mail your documents to: octreasurer@gmail.com.
6. Alternately you can send your documents and payment check to the address below.
7. Once we have received the payment, contract and BOE form, your table or tables will be reserved for you. Information you will need for the day of the show will then be sent to you.

Please mail to:

IPMS Orange County,
P.O. Box 913,
Garden Grove, CA 92642

SHIPS

1. Surface Ships. (All types, All scales)
2. Submarines. (All types, All scales)

MILITARY VEHICLES

3. Allied Tanks/Assault Guns, Closed top, 1945 & Earlier (All types, 1/35 & larger)
4. Axis Tanks/Assault Guns, Closed Top, 1945 & Earlier (All types, 1/35 & larger)
5. Tanks/Assault Guns, Closed Top, 1945 & Later (All types, 1/35 & larger)
6. Artillery & Open Top Self-Propelled Guns (All Types, 1/35 & larger)
7. Wheeled, Half Track, Tracked, Armored Vehicles (1/35 & larger)
8. Wheeled, Half Track, Tracked, Un-Armored Vehicles (1/35 & larger)
9. Medium Scale Military Vehicles Allied (All types 1/36-1/50)
10. Medium Scale Military Vehicles Axis (All types 1/36-50)
11. Small Scale Military Vehicles (All types, 1/51 & smaller)

AUTOMOTIVE

12. Factory Stock & Replica Stock, Domestic & Foreign (All types 1/19-1/31)
13. Customs and Low Riders
14. Hot Rods and Street Machines
15. Competition Vehicles, Straight Line (All types, 1/19-1/31)
16. Competition Vehicles, Oval Track & Road Race (All types 1/19-1/31)
17. Miscellaneous Vehicles (All types & scales)
18. Motorcycles (All types & scales)

AIRCRAFT

19. 1/72 Small Prop (Single Engine)
20. 1/72 Medium Prop & Large Prop (Multi-Engine)
21. 1/72 Jet (All types)
22. 1/48 Small Prop (Single Engine)
23. 1/48 Medium Prop & Large Prop (Multi-Engine)
24. 1/48 Jet (All types)
25. Small Scale Aircraft (All types, 1/73 & smaller)
26. 1/32 Scale & Larger Props
27. 1/32 Scale & Larger Jets
28. 1/48 and Smaller Biplanes, Fabric & Rigged
29. 1/47 and Large Biplanes, Fabric & Rigged
30. Rotary Wings (All types and scales)

DIORAMAS

31. Vignettes, No more than five (5) figures and one (1) Vehicle. 144 sq. in. max
32. Military Dioramas (All types and scales)
33. Sci-Fi and Miscellaneous (All types and scales)

FIGURES

34. 79 mm & Smaller (All types)
35. 80 mm -150 mm (All types)
36. 151 mm & Larger (All types)

SCI-FI & FANTASY

37. Sci-Fi/Fantasy Figures (Biologic Types, All scales)
38. Robotic, Mech & Gundam (Non-Biologic Types, All scales)
39. Sci-Fi/Fantasy & Real Spacecraft (All types & scales)

OTHER

40. Humor in Modeling (All types and scales)
41. Miscellaneous (Anything that doesn't fit elsewhere)
42. Collections – five (5) or more closely related models presented as one entry. Entries limited to either no more than 12 individual models or 288 sq. in. max. (All types & scales)

JUNIORS (Up to Age 12)

43. Junior (All Types & Scales)

YOUNG ADULTS (Ages 13 – 17)

44. Young Adult (All Types & Scales)

BEST OF AWARDS

- Best Aircraft
- Best Automotive Subject
- Best Figure
- Best Military Vehicle
- Best Sci-Fi/Fantasy
- Best of the Rest

JAMES WOODY MEMORIAL AWARD

Awarded to the Best US Naval Aviation Subject.

2019 CONTEST THEME AWARD

"D-Day - June 6th, 1944"

Any subject in use on that day, June 6th, 1944 - Military or Civilian

BEST OF SHOW – Best Overall Model

Trophy Sponsorship opportunities, complete OrangeCon Contest Rules and Contest Entry Forms please see our website at

www.ipmsoc.org

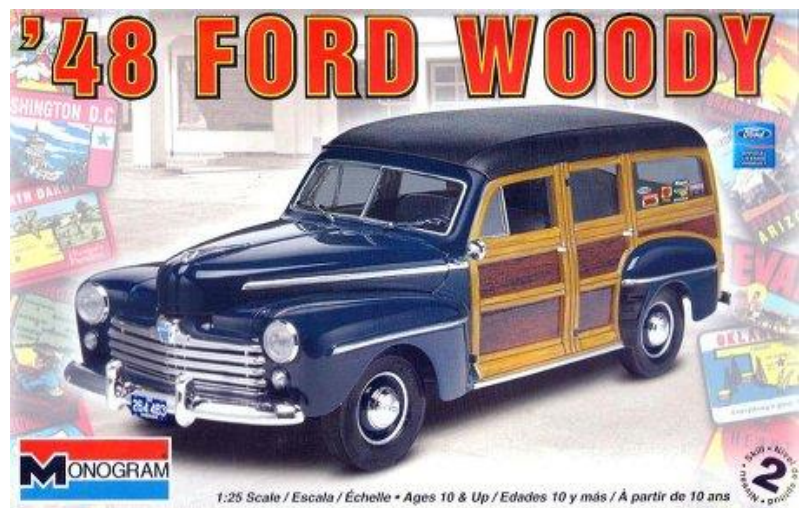
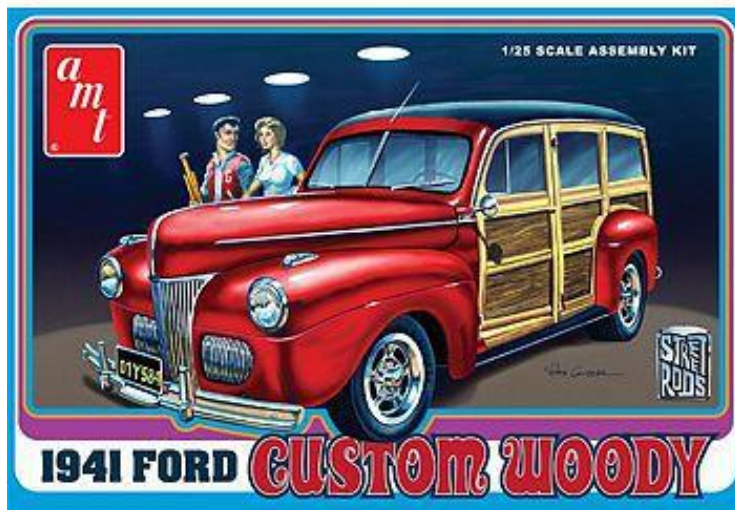


From Our Treasurer

Financial Statistics for the meeting in March 2019

Admission		Distressed Kits	\$	0.00
Members	26	Monthly Raffle	\$	120.00
Non-Members	4			
Juniors	0	Total Income	\$	322.00
Paid in Full	5	Total Expenses	\$	622.38
Guests	0	Profit / (Loss)	\$	(300.38)
Total Attendance				
Memberships / Renewals		\$ in Checking	\$	2029.23
Regular	2	\$ in Savings	\$	5152.42
Youth	0	\$ in PayPal	\$	523.81
Full Year	1	Total in Bank	\$	7705.46

THEME FOR APRIL – HIT THE BEACH



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IPMS / USA Membership

Membership is of great importance, both here at the level of the local chapter as well as the National level. As a long time member I can highly recommend the expenditure of the additional dollars to become a member of the national organization.

With membership come six copies of the IPMS Journal publication which is better than ever, and the right to participate at the IPMS National Convention contest. The subscription to the Journal alone is worth the cost of joining.

A copy of the membership application is below or available on our website, or at the IPMS / USA website address, www.ipmsusa.org. Complete the form and return it to the address listed at the bottom of the form along with your method of payment.

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name: _____
Address: _____ If Renewing _____ First _____ Middle _____ Last _____
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



Find us on
Facebook



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Membership Renewal Form

Below is the new and improved Membership and Renewal form. Print this page, fill it out and bring it to the meeting. It is also available on-line at www.ipmsoc.org.



IPMSOC MEMBERSHIP APPLICATION

Print out and fill in this form completely and bring it to one of our monthly meetings, or mail it, with your payment to IPMS Orange County, P.O. Box 913, Garden Grove, CA 92842. Thank you.

Date: _____

Application for: ☐ New Membership ☐ Renewal

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Contact Info: Home phone: _____ Mobile: _____

Email: _____

Date of birth (optional): _____

List memberships you have in other clubs and organizations (e.g. IPMS/USA, AMPS)

What are you current modeling interests:

☐ Aircraft ☐ Armor ☐ Autos ☐ Ships ☐ Figures ☐ Sci-Fi ☐ Railroad

☐ Other: _____

What classification modeler are you currently:

☐ Novice ☐ Advanced ☐ Master ☐ Not sure

Your Signature: _____

(By signing, applicant agrees to abide by the rules and regulations detailed in the Constitution and Bylaws of IPMSOC)

Membership rates: All memberships are for the calendar year, January through December. Therefore, depending on when you join, the following pro-rated schedule will be used: \$22 (Jan - Mar), \$20 (Apr - Jun), \$15 (Jul - Sep), \$10 (Oct-Dec).

Note - There is also a members dues of \$5 when you attend a monthly meeting, that is not part of this membership fee.

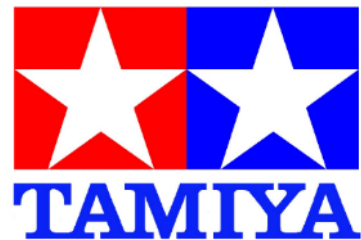
IPMSOC staff only:

Membership approved _____/Date_____ Fees Paid _____/Date_____ Added to Roster _____/Date_____ Badge made _____/Date_____



NEWS FLASH

The Planes of Fame Air Museum will hold their annual Open House on May 4-5 this year in Chino CA. While you are there be sure to check out the Tamiya / Brookhurst Hobbies sale and demonstration event. This is exactly like the Acura Long Beach Grand Prix sale. I know how these sales go, be sure to get there early for the best selection.



~~~~~ *IPMS OC Contest Table*

By Dan Matthews

We had a great turnout for our March meeting, and I would like to say thank you to all who brought models for the tables. The tables looked great and we had a good representation of theme models. Congrats to our Category winners and to those that are in the running for the 2019 “Missed it by that Much” drawing as well. Included in this month’s letter and going forward are the running results for the drawing.

This is my third month now in the role of Contest Director and so far I am really enjoying it. I can say I have learned that I really need to brush up on my Auto and armor names and that it’s exciting to me to feel “the push” to learn.

I do have a favor to ask of the club membership please. I am looking to see if anyone would be interested in assisting me during the 30 minutes prior to the start of the monthly meeting collecting/ checking entry forms and handing out raffle tickets, just until the end of the E-board meeting. If anyone is interested please come over and see me at the April meeting, I’d really appreciate the help.

I look forward to seeing everyone and their models next month for “Hit the Beach” Any subject used in amphibious warfare, the support of, or a part of the Woodies build, a subject often found on the beach. Until then keep building! **DM**



Contest Entries and Results, March 15, 2019

Theme: "Welcome to the Jungle"

Total number of Modelers: 18

Total number of entries: 29

• *Advanced Division:*

- 1st – Jim Harlow, 1/72 Handley Page 0/400
- 2nd – David Jorquez, 1/48 A-10 Thunderbolt II "Hog"
- 3rd – Julian English, 1/72 P-51D Mustang

• *Master Division:*

- 1st – Richard Nicoletti, 1/48 Tamiya F4F-4 Wildcat
- 2nd – Carlos Cisneros, 1/35 Leopard 1A4
- 3rd – Steve Taylor, 1/48 T-50 Cessna "Bobcat"

• *"Welcome to the Jungle" Theme Award Winner:*

- Julian English, 1/72 P-51D Mustang

• *Judges Choice Award Winner:*

- Jim Harlow, 1/72 Handley Page 0/400

• *Contest Entries:*

Junior Division:

O'Barr, Elizabeth 1/100 Pirate Ship

Advanced Division

Deeks, Darrin	1/12	.700 Mackle Sumer
Deliduka, Mark	1/72	Soviet SG-122
Deliduka, Mark	1/72	German SA-6 Gainful
English, Julian	1/72	P-51D
Fleming, Jim	1/72	PBY-5A Catalina "Black Cat"
Fleming, Jim	1/72	Grumman F4F-4 Wildcat
Fleming, Jim	1/72	SD1KFZ 184 Panzerjager Elefant
Harlow, Jim	1/72	Airfix Handley Page 0/400
Jorquez, David	1/48	A-10 Thunderbolt "Hog"

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Mansour, William	1/72	ESCI M1A1 Abrams
Okamura, David	1/??	P-51 R-1 Racecar, Brewster Buffalo
Okamura, David	1/??	Dinosaurs and Animals
Pick, Kenneth	1/72	P-51A Mustang in British Service
Pick, Kenneth	1/72	AH-1 Huey Cobra (Vietnam Era)
Pick, Kenneth	1/24	1965 Mustang Pony Car
Teahan, Jim	1/48	Super Etendard
Zmuda, Bob	1/144	Revell SU-27

Master Division:

Bolton, Bob	1/24	2 Headed Dragon
Bolton, Bob	1/24	66 Mustang
Bolton, Bob	1/24	Arizona Wildcat
Bolton, Bob	1/24	K-69 Freedom
Bolton, Bob	1/24	SS-690 Stars and Stripes
Cisneros, Carlos	1/35	Leopard 1A4
Nicoletti, Richard	1/48	Tamiya F4F-4 Wildcat
Rash, Foster	1/25	B/ Gas Dragster
Ryan, Owen	1/72	MD-450
Ryan, Owen	1/72	J-35 SAAB 1956 Congo Peacekeeping Mission
Taylor, Steve	1/48	T-50 Cessna "Bobcat"

Modeler of the Year Points Standings:

1 st place:	Julian English, 21 pts
2 nd place:	Carlos Cisneros, 14 pts
3 rd place:	Steve Taylor, 10 pts
4 th place:	Jim Harlow, 9 pts
5 th place:	Jim Teahan, 6 pts

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2019	1Pt.	5 Pts.	4 Pts.	3 Pts.	2 Pts.	1 Pts.	
Name	Entering one or more models in the monthly IPMS OC contest	Winning Judges Choice award in the monthly IPMS OC contest	Winning Theme award in the monthly IPMS OC contest	Winning a 1st place award in the monthly IPMS OC contest	Winning a 2nd place award in the monthly IPMS OC contest	Winning a 3rd place award in the monthly IPMS OC contest	~Total~
Pat Ahle							0
Andre Alas							0
Elius Ali							0
Michael Apodaca							0
Tony Avalos							0
Michael Bare							0
Terry Baylor							0
Doug Browning							0
Ted Browning							0
Bob Bolton	3						3
Mike Boren							0
Mike Budzeika							0
George Canare							0
Chris Carl							0
Brian Casteel							0
Mike Cavanaugh							0
Carlos Cisneros	3		4	3	4		14
Derek Collins (DNQ)							0
Kevin Collins							0
Colin Davis							0
Mark Deliduka	2						2
Darrin Deeks	1						1
Herb Deeks	2				2	1	5
Mike DiCerbo							0
Tony Dominick							0
Craig Elliot	1						1
Julian English	3	5	8	3		2	21
Sean Fallesen							0
Jim Flemming	3						3
David P. Frederick							0

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Jim Gardener							0
Jeff Geis							0
Victoria Geis							0
Mark Glidden							0
David Goodwin							0
Jim Harlow	1	5		3			9
Dennis Henry							0
Cip Hernandez							0
Ron Herrador							0
Jake Holshuh	1				2	1	4
Terry Huber							0
Jeff Hunter	1						1
Sean Jenkins							0
David Jorquez	1				2		3
Maxx Kominsky							0
David Lombard							0
Joe Lomusio							0
Steven Lund							0
Dan Matthews (DNQ)							0
William Mansoor	1						1
Joe Mestrovich							0
JoAnne Morris							0
Keith Mundt							0
James Nunn							0
Richard Nicoletti	1			3			4
David O'Barr	1						1
David T. Okamura	2						2
Bruce Openshaw							0
Bob Penikas	2						2
Kenneth Pick	2						2
Darnell Pocinich							0
Foster Rash	2			3			5
Nat Richards							0
Owen Ryan	2						2
Dan Salas							0
Joseph St. Pierre							0
Richie Scanapico							0
Jason Sutton							0
Steve Taylor	3	5				2	10
Jim Teahan	3			3			6

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Salvador Torres							0
Reed West							0
Daniel Wong							0
Jaime Zamora							0
Bob Zmuda	1						1
Gordon Zuther							0

“Missed it by That Much” 2019

- **Purpose:** To recognize IPMSOC modelers that continually contribute and submit entries into the monthly contest yet for whatever reason the entries do not place
- **Criteria:**
 - Enter 1 or more models in 8 or more of the 10 contest months in a calendar year
 - Models entered were not selected for a top 3 placement in their respective category nor selected for Theme or Judges Choice
- **Recognition:**
 - Each modeler meeting the above criteria will be entered in a drawing only for those eligible based on the above criteria to win a new model provided by the IPMSOC club membership
- **Tracking and Controls:**
 - Results of Entries and monthly contest results will be tracked by the Contest Director and qualification for the “Missed it by That Much” drawing will be determined solely by the IPMSOC E-board
 - Drawing to be held at the Jan meeting immediately following the contest year
- **In the running**

Bolton, Bob
Deeks, Darrin
Deliduka, Mark
Elliot, Craig
Fleming, Jim
Hunter, Jeff
Mansour, William
O'Barr, David
Okamura, David
Penikas, Bob
Pick, Kenneth
Ryan, Owen
Zmuda, Bob



Contest Winners Model Photos

By Bob Penikas

Advanced Division

1st Place and Judges Choice Award 1/72 Handley Page O/400 by Jim Harlow



2nd Place 1/48 A-10 Thunderbolt II “Hog” by David Jorquez





Contest Winners Model Photos

Advanced Division

3rd Place and Theme Award 1/72 P-51D Mustang by Julian English



Master Division

1st Place 1/48 Tamiya F4F-4 Wildcat by Richard Nicoletti





Contest Winners Model Photos

Master Division

2nd Place 1/35 Leopard 1A4 by Carlos Cisneros



3rd Place 1/48 T-50 Cessna "Bobcat" by Steve Taylor



April 2019



SILICON VALLEY SCALE MODELERS 2019 CLASSICS

The Insane Modeling Posse visited the San Jose show on March 16th and Mike Budzeika is reporting back with some photos. The Posse did take home enough hardware that resulted in very poor gas mileage on the way home. Good job Mark Glidden (Sheriff) Mike Budzeika (Assembler) and David Frederick (Presidente) on their wins. The photos were picked out by me, Terry Huber (Editor) and only the finest this time as this newsletter is getting bigger and bigger just like my girth. So please enjoy the 2019 Classic from San Jose. *TH*



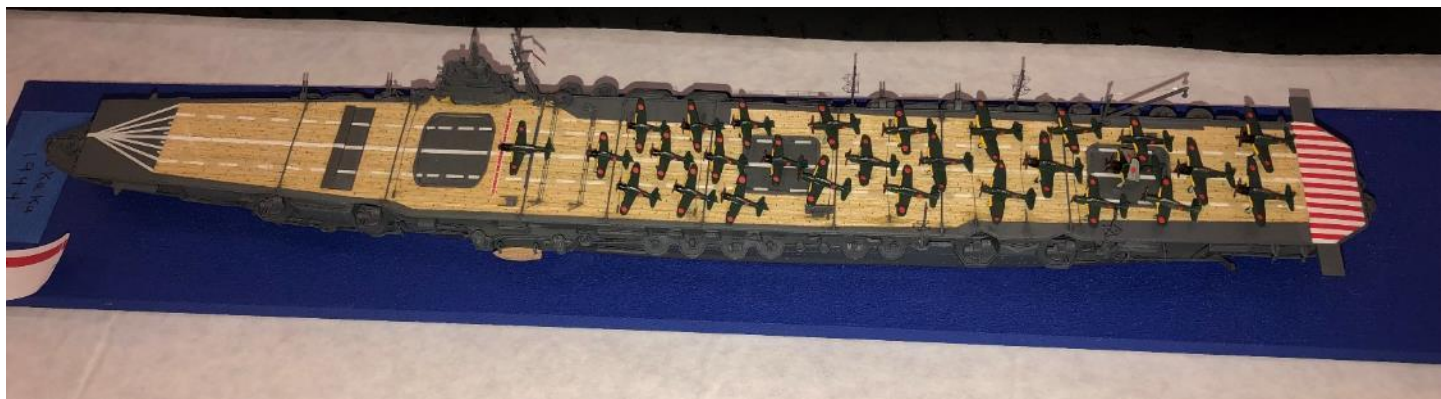
Napredak Hall, San Jose CA. Quite a spacious facility for sure but the lighting is still at 1980's standards.







SILICON VALLEY SCALE MODELERS





Terry's Slot Car Corner

By Terry Huber

HO Scale

This edition I would like to discuss track but before I do, AFX Racemasters have released their Audi R18 Le Mans cars in silver / red trim, and black / red trim. These are the Mega G+ Long chassis cars currently being produced. These cars are fairly quick but could use a better lower Ohm controller to speed them up a bit, and some silicone tires for better grip.



You can check out more from AFX Racemasters here

<https://afxracing.com/>

or here

<https://www.facebook.com/afxracing/>

BSRT silicone tires



Now that's out of the way let's talk about the track that most people would race on in their homes which is the AFX track which is basically the same Aurora track from the Model Motoring years albeit made with newer molding technology I'm sure much improved from 1960. Every time the molders are changed their logo would be here alongside the Aurora name. This track by Tomy. The track sections snap easily together with a little care.



Terry's Slot Car Corner



The track also benefits from the track clips that are applied when your track configuration is set. These are a must if you want to keep electrical and other track problems from cropping up (like sections coming undone during racing). They are small spring steel style of snap-on clip and work great. The best way to insert them is to start on one side of track and snap it across to the other track section right along the edge. A small straight head screwdriver tip can be set right at the small cutout to pop them off when you need to change things up a bit.

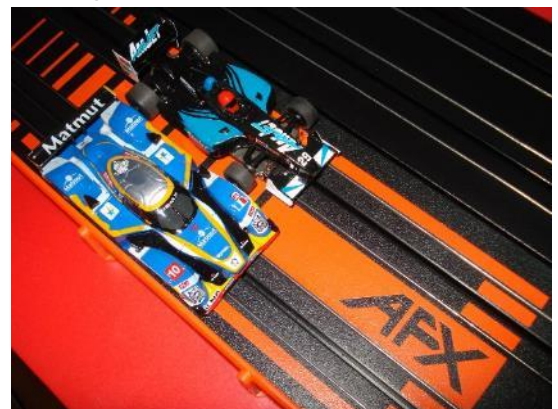


4 x 8 plywood layout

One major rule is do not setup your track on carpet. The fibers from the carpet become entangled in the running gear and axles. In order to have a stable platform to place the layout on, I used a 7/8" thick finished on both sides plywood set on two plastic sawhorses. This is one of the higher grades of plywood and costs a little more but well worth it not having to worry about warping. Slot car tracks are noisy in nature so to quiet them down a bit I originally used the red underlayment for

wood floors, and then laid the track on top of it. It did quiet things down about 20% or so.

One of my first layouts with four lanes using two power supplies for each pair of lanes had a nice straight but the curves really beat up the car pickups which needed changing more often. Plus it was difficult to get 4 people to race on a regular basis. I decided at one point to try and do more with 2-lane racing and add more feet of track along with sweeping straights to increase speed a little.

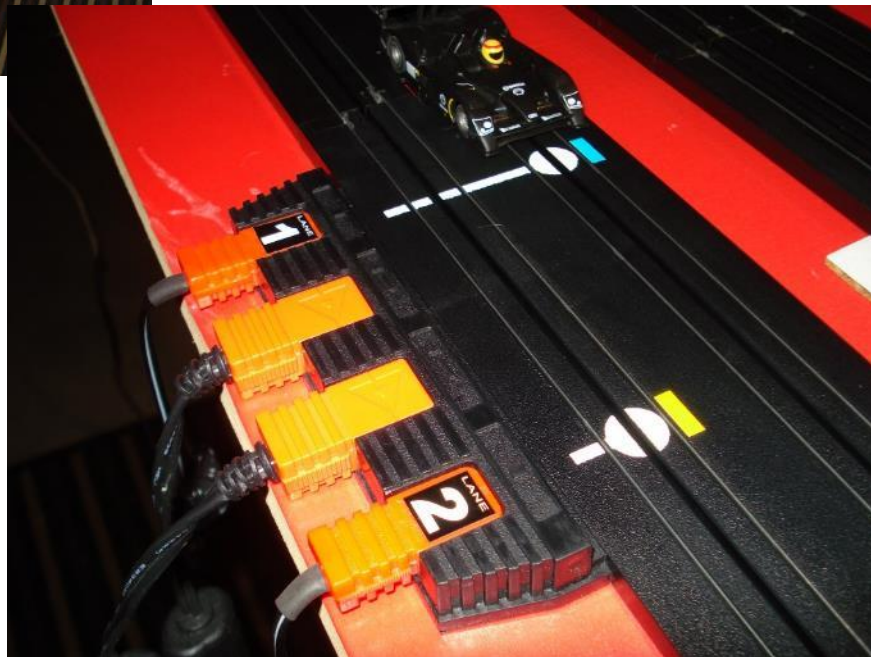




Terry's Slot Car Corner



The next layout I added a return straight and sweeping right turn to the infield, then a short left to go to another straight for the return lap. Most of the time I race counter-clockwise, but a quick flip of the power hookup will run the cars in the opposite direction. Since I went down to two lanes, I used the power supply track that has one power pack for each lane. A lot smoother operation without sharing power. Lane 1 and 2 refer to the controller hookups.



Last summer my mother-in-law was scheduled to move in with us. The entire area I was using for the track and all my hobby related items had to move. The area would eventually be built into our fourth bedroom occupied by G-ma. We were not using our regular living room in the house, so I elected to take over the entire area. Of course this meant a new design for the layout. During the move I stripped the red underlayment off of the plywood and recovered the surface with 3/8" thick 4 x 8 sheet of cork laid down with epoxy applied with a roller. This further reduced the noise to over 50% during running. Now I understood why the train guys use it on their roadbeds.



Terry's Slot Car Corner

Another benefit of the move was to acquire a table that my son was no longer using. I replaced the saw horses with this very stable table measuring 3 x 7 feet. It supported the track much better than the sawhorses. This new layout was a slight variation on the last one with a longer infield left hand chute to gain more on the back straight. You may have noticed the white fencing made from molding tacked onto the edges of the plywood. I've also incorporated some of the AFX taller plastic fencing on the open edge to keep the flying cars in.

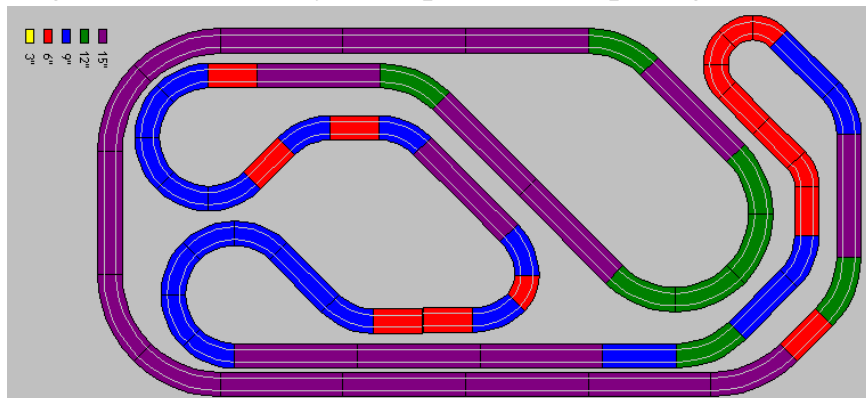


On the site there are several plans for different layouts. In the 4 x 8 section, I found this Brook Field layout. The layouts have all been tried out by Greg and he will comment on them. The other bonus is the sections are color coded so you know what type of track section needs to be assembled and in what order. Another variation of what I had but with more challenging in-field turns while retaining the fast straights.

Never being quite satisfied as the long infield sweeps were too easy to drive, I changed it up again. Looking on line I found HO Slot Car Racing

<https://www.hoslotcarracing.com/>

Greg Braun operates this site and has a wealth of information on everything about HO and 1/32 racing. Bypass the security certificate and continue as the website is fine with no issues. Greg has hundreds of items for sale with quick 2-day delivery, 3-day if he has to bring it from inventory to ship it and low postage.





Terry's Slot Car Corner



It actually fits according to the illustration plan. I think I've settled on this one for a while to race on and also I have been working on some HO structures to finally populate the empty spaces. Next time I'll discuss controllers, and then structures from scratch and in kit form. **TH**





BARN FIND ROADSTER

By Foster Rash

Interesting models can show up anywhere. At the Great Train Show earlier this month at Orange County Fairgrounds, I was digging through a box of junk under a vendor's table when I found a one-wheeled chassis and an engine from a drag racing car. Digging further I found a body and some wheels that fit the chassis. The 1/25 scale model was a turkey at a train show as that is not a model railroad scale. I offered the vendor a buck for the pieces, he counter offered two and we settled at \$1.50.

Funny when you think about it, grown men haggling over a dollar! But that's part of the fun isn't it?



It looked like a kid-built model, craftsmanship not the greatest, and my first thought was to throw the pieces in the parts box for use on other projects. But even if the build quality was lacking, the builder had a good eye and had nailed the look of an early '60's altered roadster.



Altered Roadster class drag racer

The model reminded me of model cars, like the Monogram Green Hornet, I had built in junior high school (most of which did not survive). So I decided to put it back together as is. I wanted to preserve the patina on my barn find as a survivor and resisted the temptation to improve upon it. I cleaned it with a dry soft bristle toothbrush and sprayed a clear coat on the body to protect the decals.

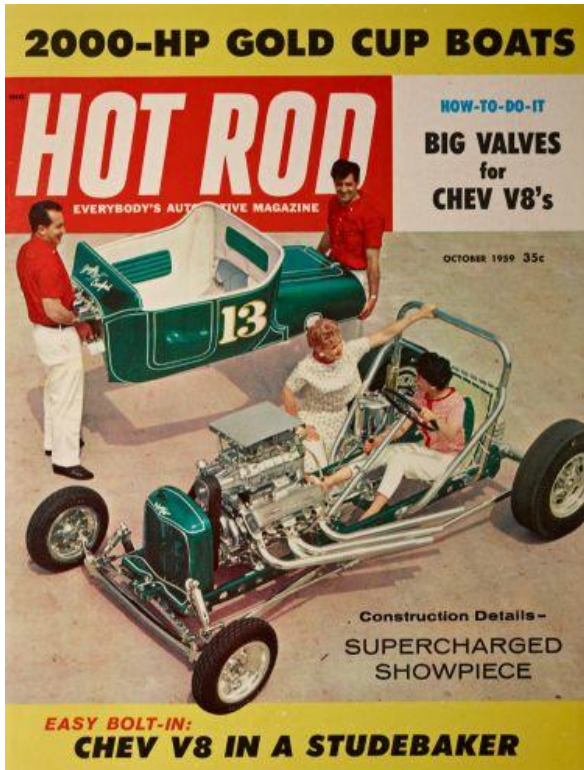
IPMS ORANGE COUNTY Newsletter

April 2019

BARN FIND ROADSTER



John Geraghty's *Grasshopper* Altered Roadster



... Inspired the Monogram *Green Hornet*



Ed Roth gives advice for creating unique models from parts packs

I did not recognize the source of the model's chassis, it might have been built from '60's vintage "Parts Packs."



BARN FIND ROADSTER



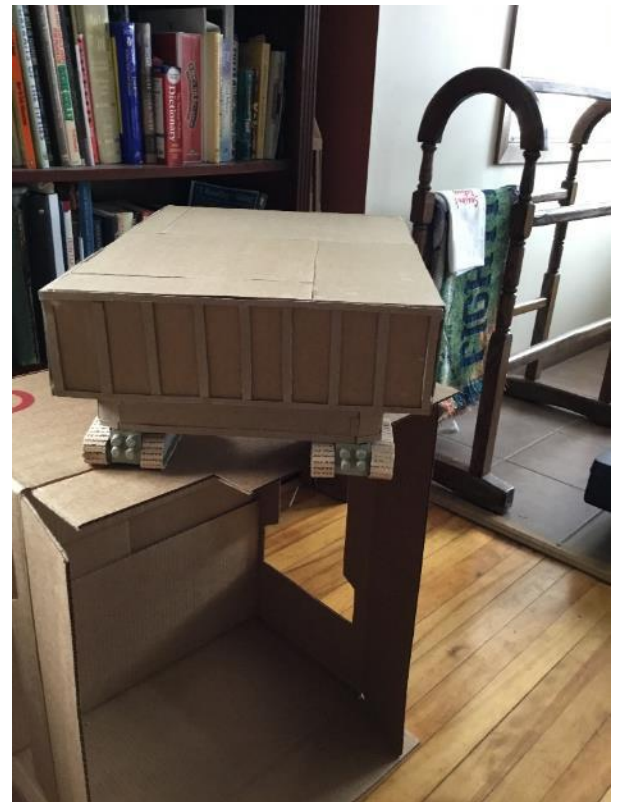
The model will serve as a reminder of the ones I built as a kid. I think it is possible that a model of this quality could have been competitive in the annual summer model car contest at Jiggs' Hobby Shop in Long Beach in the early '60's. *FR*



Greg Kelly's Toothpick Modeler Madness

By Terry Huber

He's back under a different name. Since Greg Kelly in Minnesota has shown he can scratch build just about anything with toothpicks after completing the massive US Bank Viking Stadium last year, this time he builds the Saturn V rocket, and the crawler out of cardboard. Even the launch tower has been assembled and staged with the rocket. Scale looks to be 1/100 or slightly smaller. It must have been the recently thawed snow that spurred the build. I've asked Greg in the past to consider the Bridge on the River Kwai structure which would lend itself to toothpicks but there's not much reference out there. Thanks Greg for the Saturn V! **TH**



April 2019



Hobby Craft Bearcat Build Report

By Julian English



At the March OCIPMS meeting, I came across a 1/48 scale F8F-1B Bearcat in Bruce's "for-sale" stash. I usually build 1/72 scale models of WWII aircraft, but I have always liked the stubby and badass looking Bearcat, so Bruce gave me a great deal and the build was on. The kit is a Hobby Craft model, which I had never seen before but looked like a good solid kit.

The model has fine engraved panel lines, an accurate overall shape but, with minimal detail in the cockpit and

wheel wells. Included with the kit was an Eduard PE set (thanks Bruce!), it was for the Testors F8F, however I was able to use most of the PE for the Hobby craft kit (more on that later).

I wanted to build a French Bearcat, as they actually used them in combat (unlike the U.S., who took them out of service before the Korean War and not used in WWII) and their planes were used hard and based in rough conditions, so they showed a lot of weathering and dirt.

After WWII, the French wanted to reestablish control over their former colonies. The French had little military equipment available to send to the colonial areas such as French Indochina, Morocco, and other places in the Pacific and Africa.

In Viet Nam, a strong communist influence from elements in China started a violent revolution against the French, therefore the French sent soldiers to Vietnam to battle the Viet Minh lead by Ho Chi Minh. They had little in the way of equipment, therefore they ended up using a lot of surplus US equipment including aircraft.





Hobby Craft Bearcat Build Report

One of the planes they used as a ground attack fighter was the Bearcat. During the Battle of Dien Bien Phu which was the climactic confrontation of the French and the Viet Minh communist revolutionaries, the Bearcat was used to attack the enemy troops surrounding the French using Napalm, Bombs and 20mm cannons. This final battle (they lost) led to the French evacuating from Vietnam and ending French involvement in Indochina.



The Bearcat I wanted to build was an F8F-1B attached to the Unit: GC 1/6 "Corse", Armee de l'Air, at Bach-Mai, June 1951.

I started by building the interior cockpit area which was very sparse in detail and missing several components. I ended up using the PE for the Testors kit including the instrument panel, some of the side panel details. I also added some plastic rod and other shapes and leftover stuff from the spares box to make the cockpit look appropriately detailed and accurate.



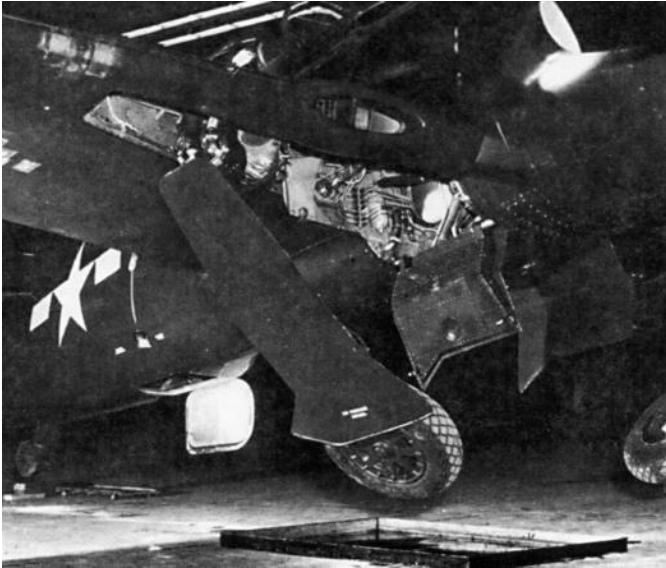
The fit was good, and I did not need to fill any seams except for the wing roots that needed some filler. The engine is not greatly detailed, but after adding some wires and lube oil lines, it looks passable hiding behind that huge prop.



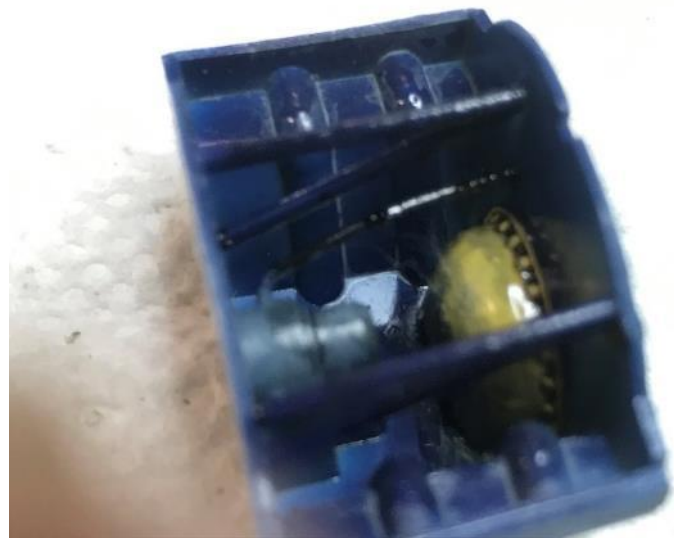


Hobby Craft Bearcat Build Report

One strange aspect of the Bearcat is the open area between the wheel wells. Below is a picture of this in a real Bearcat. Because it can be seen when looking at the wheel wells, some additional detail is needed (not much is provided in the kit).



I added the engine support braces, some oil lines, wiring, and painted the oil storage tank in yellow Zinc chromate.



After assembling the wings, rudder and horizontal stabilizer, I cleaned up the seams, fixed damaged panel lines and added some fastener detail to the cowling.

Finally, I started the painting which is overall Navy sea blue. I started by painting a silver aluminum undercoat, followed by Vallejo chipping medium. After that, I pre-shaded the panel lines with black, then painted the base sea blue color, followed by a lighter shade to add a

fading effect. I then chipped the paint with a wet stiff brush and then sealed it all with gloss coat, I then pre-painted the area around the roundels in white so dark blue wouldn't show through the thin decals.





Hobby Craft Bearcat Build Report

The fitting of the landing gear was a pain, as the kit didn't provide very secure attachment points. I managed to get all the fiddly parts attached and I let it set up for a day or two. I added decals that I got from my spare decal pile. There are nice aftermarket decals for French bearcats, but I was too cheap to go for them, when I could just use my left-over decals. The kit canopy was very thick and looked like the bottom of a Coke bottle. I was able to Vac-U-Form a new canopy using my old Mattel Vac-U-Form.

Final assembly and some additional weathering using some washes and the Cat was done. I like the way it turned out, the thinner canopy looks appropriate for the scale and the cockpit details improve the overall look of the basic kit.



The Hobby Craft kit is one of the better ones of the older 1/48 Bearcats available, better than the old Testors kit (I am told). Also available in this scale is the Academy Bearcat and the new Hobby Boss kit which I hear is very good and has a lot of aftermarket parts available as well. This was a fun build and I enjoyed doing something a little different.

JE

April 2019



PLANES OF FAME LIVING HISTORY DAY

By Bob Penikas

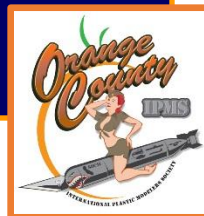
I, along with Reed West, attended Planes of Fame's P-38 Living History day on April 6th. I have been posting pictures of the PoF Towing tugs to

<http://www.papermodelers.com/> as one of the designers asked for reference photos.

Interestingly, also today, Planes of Fame had a model competition, in the center of the competition were two display cabinets showing Ed Boll's winning models. NEAT!



April 2019



PLANES OF FAME LIVING HISTORY DAY



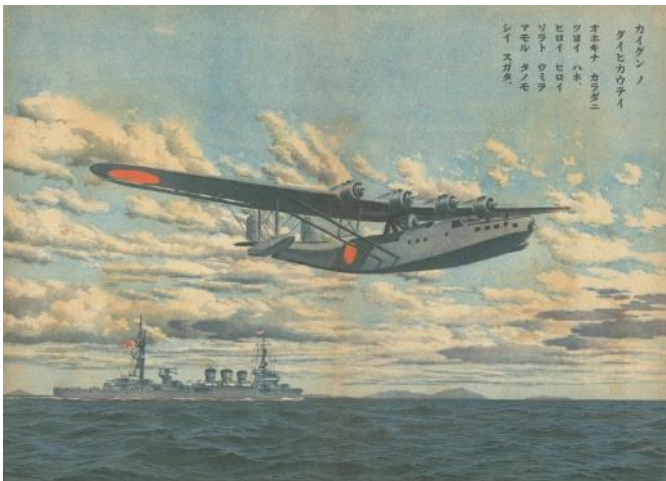


War in the Pacific: Japanese Seaplane Group Build Steve Taylor and Foster Rash

The IPMS OC July contest theme is "WWII Pacific Theater." A great theme, certainly a lot of subject matter there. A clash of strategies, Nimitz vs. MacArthur, Army vs Navy and, Oh yeah! Don't forget the Japanese! And now for something completely different, the *car guys* are going to build airplanes! Want to join us in building some Japanese seaplanes? The Japanese had a lot of seaplanes in their inventory.



Our April *Woodie Group Build* has been a lot of fun and we want to keep the momentum going. A group build is a good way to maintain one's enthusiasm and commitment to finishing a build. We have three months to complete our models and if we put in only an hour a night, that's plenty of time to have something on the table by July. Exchanging photos and comments back and forth by email, keeps everyone motivated to share your progress and not to get too far behind the others. If you want to join in, locate Foster Rash or Steve Taylor at the meeting and let us know. If you provide email, we can all stay in touch. **FR**





WOODYS HIT THE BEACH

By Bob Penikas

These two vehicles are ready to HIT THE BEACH, at this month's IPMS Orange County Chapter competition theme.

Finished models were given several coats of rattle can Krylon acrylic clear gloss.

Tail light housings were formed from glue dampened ends of Q Tips; allowed to harden, and then cut off to desired length. I use this technique for propeller hubs. **BP**



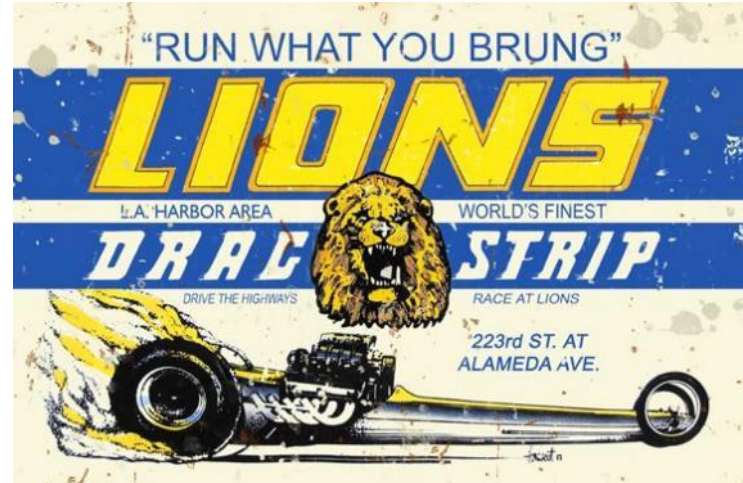


Lions Drag Strip Pt2

By Foster Rash

Drive the highways, race at Lions

In the January Newsletter, I remembered some of the fastest race cars and drivers at Lions Drag Strip when I was a teenager. But the reason the track was created was to reduce street racing and the most numerous entrants by far were street cars. "Gas Coupes and Sedans" was the single most popular class.



I was 13 when my dad bought a '42 Ford coupe and I envisioned becoming a drag strip terror in that car. My dad always liked cars and we would go to the car dealers in the fall to see the new models and I collected the brochures. I sure wish I had those brochures now, they would be worth a fortune! He was a pretty good "shade-tree" mechanic and kept the family car going. I started to get a little hands-on experience helping him and liked going to Pep Boys. While he bought parts, I would look at all the tools and accessories. In 1959, dad bought the neighbor's son's '42 Ford coupe. The son was overseas in the Air Force and wanted his father to sell the car and send him the money. Dad bought it for a cheap second car, but it was a hot rod with a '49 Mercury V8, Offenhauser aluminum heads, dual exhaust and a "Dago rake." For the PC police, "Dago" in this context is not a slur, it was slang for San Diego. Ed Stewart's speed shop in San Diego modified Ford front axles to lower the car for a nose-down stance.



Dad's '42 Ford with mom adding a little "curb appeal!"

I was extremely excited about the car and although getting a driver's license was still three years into the future, I knew this would be the perfect car for me. We lived about 5 miles away from Lions Drag Strip and on Saturday nights you could hear the cars run.



Lions Drag Strip Pt2

I started bugging dad to take the Ford to Lions and see how fast it would go but he said it wouldn't pass the safety inspection; The brakes were bad, steering had too much play and the tires didn't have much tread left. But to satisfy me, we did go to the drags one night as spectators and that hooked me on drag racing. Over the next 10 years, my friends and I spent a lot of Saturdays at Lions!

Racing at Lions (1960)

https://www.youtube.com/watch?v=i1fc_Q8mQTQ



With the old Monogram kits, the box art was often more exciting than the box contents. This kit was first released in 1959.

My friends and I built models of cars like we saw at Lions and of the cars we envisioned owning someday.

The movie *American Graffiti* is a good snapshot of what was being driven on the street at the time. Those cars are regarded as "classics" today, but at the time they were just 10-20 year old affordable used cars.

'49-53 "Rocket 88" Oldsmobile's were affordable "hot cars" for the street

Some of the hottest cars on the street were the '49-53 Olds 88s. The 88 was the "small" Olds (the "big" Olds was the 98) and came from the factory with a rugged, "battle tested" 4 speed automatic transmission (the Hydramatic had been used in the M5 Stuart and M24 Chaffee WWII tanks), a strong rear end and a 303" overhead valve "Rocket" V8 (it was a large engine for the day, Chevy had only a 235" six cylinder and Ford a 255" V8 engine). As a high performance engine, it was more popular than the Chrysler hemi or small block Chevy at the time.





Lions Drag Strip Pt2

The Olds engine had been introduced in 1949 and by the late '50s, they were readily available in the wrecking yards. Plus, there was a lot of aftermarket support for the Olds engine which could be bored and stroked to over 400 cubic inches! Many gassers and rail dragsters were also Olds powered.

Revell's long awaited kit, released in 2013, is excellent and has over 200 pieces.

As a bit of trivia, the first rock and roll song was *Rocket 88* recorded by Ike Turner (Tina Turner's ex-husband) in 1951.

<https://www.youtube.com/watch?v=Gbfnh1oVTk0>



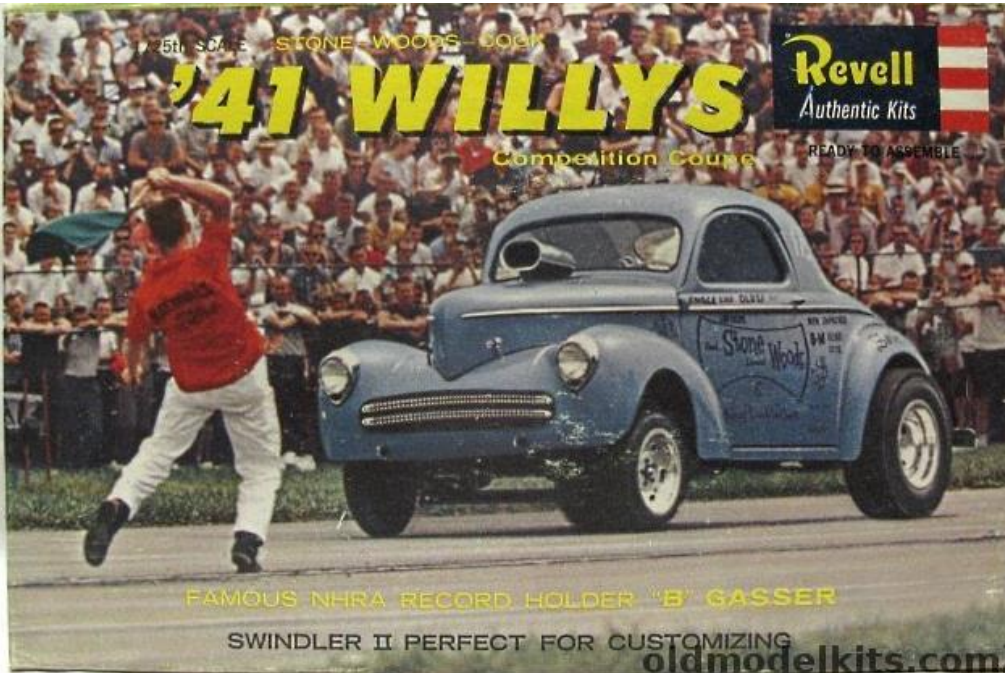
Sponsored by Culver City dealer Albertson Oldsmobile, the "Albertson Olds" dragster was the 1960 National Champion. Gene Adams built the engine and Leonard Harris was the driver. Tom McEwen replaced Harris as driver when he was killed in a racing accident in another car.

Stone-Woods-Cook '41 Willy's gasser ran a supercharged Olds engine with a B&M "Hydro-stick" Hydramatic trans modified for racing. Doug Cook was one of our favorite drivers in gas class and, before he joined Tim Woods' team, was the C/Gas Supercharged National Champ in 1959 with his '37 Chevy gasser.





Lions Drag Strip Pt2



Revell released a very accurately detailed model of the Stone-Woods-Cook gasser in 1963. Revell was raising the bar for quality, accuracy and detail for model cars with a series of kits at the time. I've read that this kit, including all the re-releases, is the bestselling plastic model ever.

The hopped up street cars that ran in Gas Coupes/Sedans class were called Gassers! The cars had to be street legal and burn

gasoline, no exotic fuels. The class was created for dual purpose daily driver cars with hot rodded engines, like my father's '42 Ford. I see a lot of gassers modeled today as either rust bucket rat rods or super-shiny show cars, neither portrayal is entirely accurate. Mickey Thompson had a "no jalopies rule" at Lions and tech inspection eliminated bad construction and rust buckets. Rat rod style gassers would not have been allowed on the track at Lions. Most gassers just had a quickie Earl Schieb type paint job but there were a few show car quality gassers like Stone-Woods-Cook and Big John Mazmanian. While gas class began as an inexpensive class for "the average Joe," it quickly morphed into pure race cars and became the most popular drag racing class of the 1960s. Modify an old coupe and go racing! Gas Coupes/Sedans, "Gassers," began in the 1950s as a class for low budget racers with street legal cars.





Lions Drag Strip Pt2

Doug Cook's '37 Chevy coupe was powered by a "blown" (supercharged) small block Chevy engine. See tow bar on front of car? Most gassers were flat towed (no trailer) or driven to the track in '59. Check out this short video of Cook's little red coupe at Lions in 1959.)

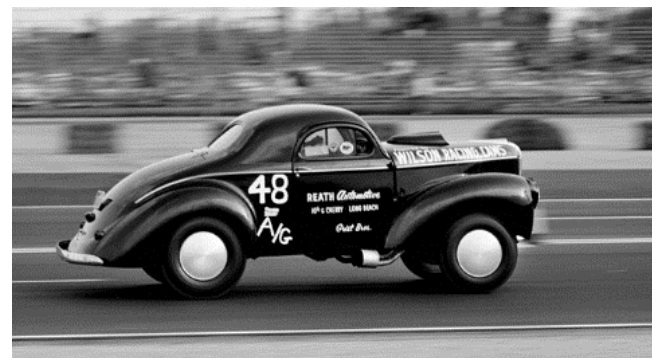
<https://www.youtube.com/watch?v=wkuQWworp14>



Junior Thompson/Reath Automotive (near lane) vs. Doug Cook/Howard's Cams in B/Gas Supercharged. Both gassers were small block Chevy-powered Studebakers that raced at Lions.



Vulcans Car Club from Long Beach ran a sharp looking, purple '32 Ford Vicky that was featured in Hot Rod magazine. Two large updraft carburetors from a WWII landing craft looked impressive on the blown Chrysler hemi; unfortunately the experiment was a disappointment and the car was more show than go!



Lions was home base for the Grist brothers who chose an unusual motor for drag racing and won A/Gas at the '64 Winternationals. They ran a punched out, fuel injected 501 cubic inch big block MEL (Mercury-Edsel-Lincoln) built by Reath Automotive in Long Beach.



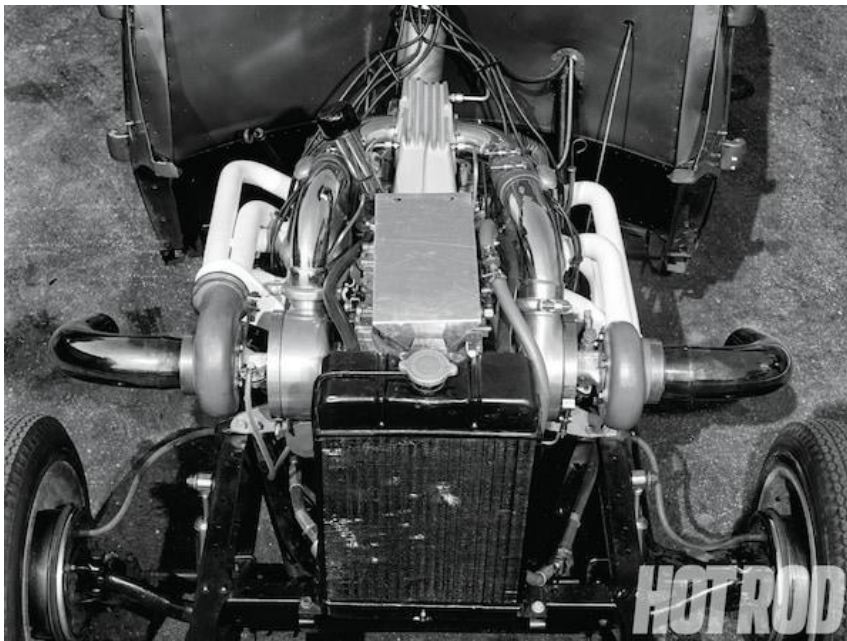
Lions Drag Strip Pt2



Grist Bros A/Gas (un-supercharged) Willy's was quicker (11.65 sec.) than Joe Pisano's A/Gas Supercharged '29 Ford (11.98 sec.) at the 1961 Winternationals. Pisano was a partner in Venolia Pistons in Long Beach and may be best known for all the Funny Cars he sponsored in the '70s-'80s.

Good video of Grist Bros, Stone-Woods-Cook, Greer-Black-Prudhomme and other greats at So Cal drag strips in early '60s:

<http://www.jrthompson.net/gristbros1w.html>



Who needs a big block! The Mallicoate brothers raced at Lions with a Willy's coupe powered by a 720 hp fuel injected, twin turbo 327" small-block Chevy. They won the AA/Gas Supercharged Coupes class at the '65 Winternationals. The turbo set-up was designed and fabricated at Ed Iskenderian's shop in Gardena.



The '55-'57 Chevy's were popular in the middle gas classes. There was a lot of speed equipment available for the small block Chevy... Still is!



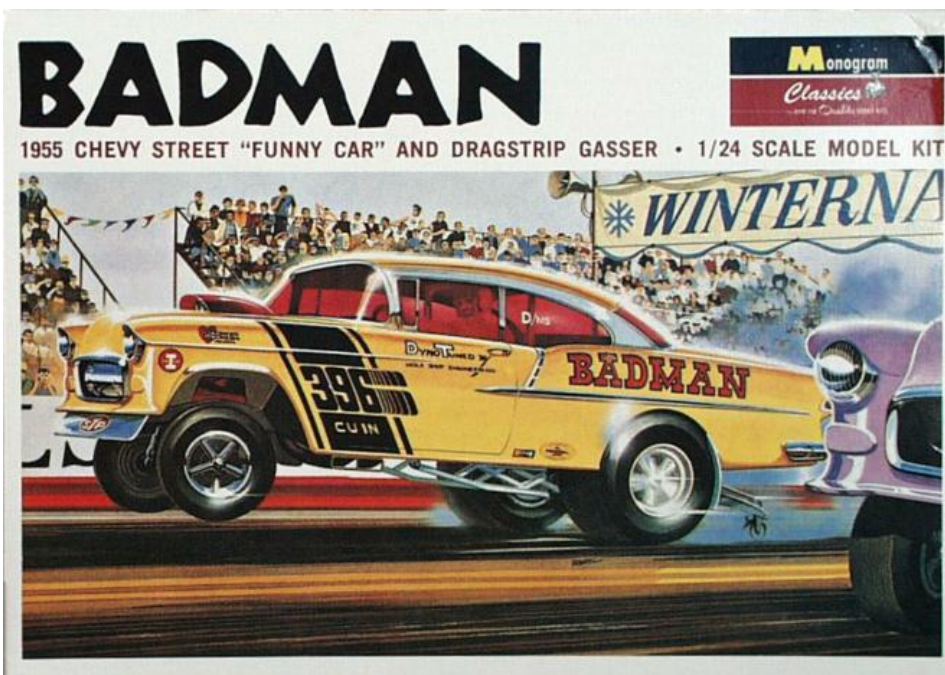
Lions Drag Strip Pt2



Tom McEwen's '57 Chevy gasser. In his early days, McEwen was one of the "Marron Marauders" who hung out at Grisinger's Drive-in and street raced on Cherry Ave. in the Bixby Knolls neighborhood of Long Beach.



Shig Shimizu operated a gas station in Compton and ran 12.46sec/108 mph at Lions in D/Gas. Shig's partner, Jack Norton, was a mechanic at Oscar Gregory Chevrolet in Paramount. Their car ran a fuel injected small block. Hirshfield's in Paramount "sponsored" a lot of local guys, he'd give you a case of motor oil to put his sticker on your race car.



Tom Daniels' box art captures the excitement of '60s gas class racing.



When I was a junior in high school, I decided I wanted a '57 Chevy for my senior year. I ended up with this

Revell kit instead! This 1963 release was highly detailed and very tricky to get all the opening panels to align properly.

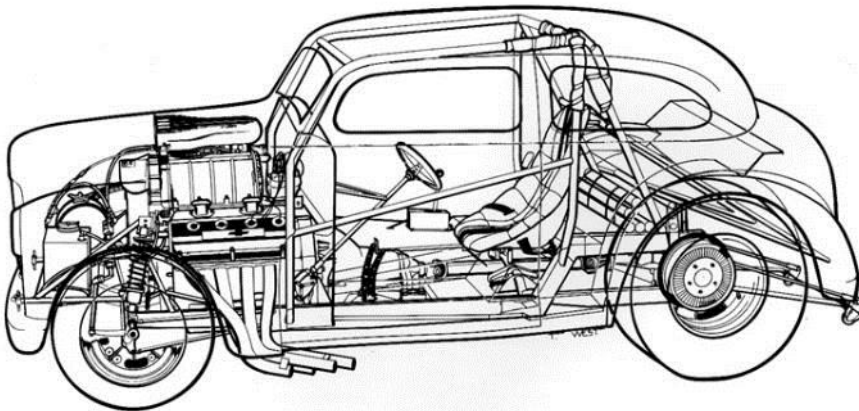


Lions Drag Strip Pt2



"Skipper's Critter" was typical of the British Invasion-era trend toward small, lightweight, short wheelbase Anglia and Austin bodies in Gas Class. Revell produced a model of the "Skipper's Critter" '51 Anglia which has been re-released a number of times.

Herrera and Sons Austin vs "Agitator" '41 Willys driven by Gary Densham. Densham became the auto shop teacher at Gahr High School in Cerritos and ran a funny car "Teacher's Pet!"



By the late '60s, gassers were running full tube frame race car chassis and were not like anything on the street. Cutaway view of John Herrera & Sons' Austin.

Traditional 1930's-40's style hot rods were rare on the streets by 1960. Street legal hot rods raced in Gas Class. Non-street legal cars competed in Altered Coupe and Roadster, "Altereds," class. These short wheelbase, big engine cars were very exciting to watch but the class faded away in the 1970s.



Lions Drag Strip Pt2



Street driven traditional pre-war body hot rods like the "little deuce coupe" were an anachronism by the '60s.



Hugh Tucker's awesome, blown Olds powered, "street" roadster (see the fenders and headlights?). Tucker was a machinist who built the Olds powered '28 Chevy roadster in 1956 as a dual purpose car to drive on the street and race on weekends. In '61 he rebuilt the car strictly for racing and installed a 476 cu. in. Blown Olds engine. After a long string of wins, Tucker joined the LA Fire Dept in 1968 and quit racing.



Altered Coupes and Roadsters was the class for non-street legal, pre-war style race cars and they remained popular at the drag strip through the 1960s.

Drag racing was becoming a professional sport and Saturday nights at Lions were for the "pros." The Sunday races attracted the local street racers. I wasn't much interested in the stock classes at first, but they became increasingly prominent and exciting in the '60s.



Lions Drag Strip Pt2

As the name implies, "stock" meant that the car had to be left as it came off the assembly line and be available to the general public. Detroit was paying attention to what the hot rodders were doing and created "muscle cars" by installing their highest performance engines into their lightest bodies. Ford offered a 300 hp, 352 cu. in. "Police Interceptor" option in 1958 and a 401 hp, 390 cu. in. option in 1960. Chevy created a sensation in '61 with an affordable factory-built race car, the "409," that was available at the local Chevy dealer.

"Nothing can touch my 4-speed, dual quad, posi-traction 409." Listen to the Beach Boys sing praises to the 409

<https://www.youtube.com/watch?v=GHRJCcCYAF4>

See a 409 in action at nostalgia drag race (2017):

<https://www.youtube.com/watch?v=7WWuoitLIXs>

Dodge followed in '62 with the 413 cu. in. Max Wedge Dart which would turn mid-14 seconds and over 100 mph right off the showroom floor! Motor Trend magazine said the \$2,900 (equivalent of less than \$24,000 today) 413 "gives more performance per dollar than any other factory-assembled car in America."



'62 420 hp 413 Max Wedge Dodges and Plymouths were ugly but hard to beat in stock class. The Beach Boys sang about this car also (*Shutdown*) but with the unlikely outcome that the 413 was beaten in a drag race by a Corvette.

<https://www.youtube.com/watch?v=2P5RCurT8Yw>



Lions Drag Strip Pt2

Ford created the "pony car," affordable sporty coupes with long hoods and short rear decks, with the introduction of the '64 Mustang. Originally conceived as an innovative, mid-engine, two seat sports car to compete with cars like the MG, Ford GM Lee Iacocca opposed the concept and pointed to the problems Chevy was having with innovation and new technology in the Corvair. He thought there would be a much larger market for a 2+2, like a "junior Thunderbird," and insisted on a backseat. He also wanted it based on tried and true Falcon parts to keep costs down. Iacocca won the argument and with a base price of \$2,400 (equivalent of \$19,000 or the cost of a Honda Civic today), Ford couldn't make enough of them. The name "Mustang" was proposed as a reference to the P-51 fighter; the marketing-types liked the name but preferred the wild horse imagery!



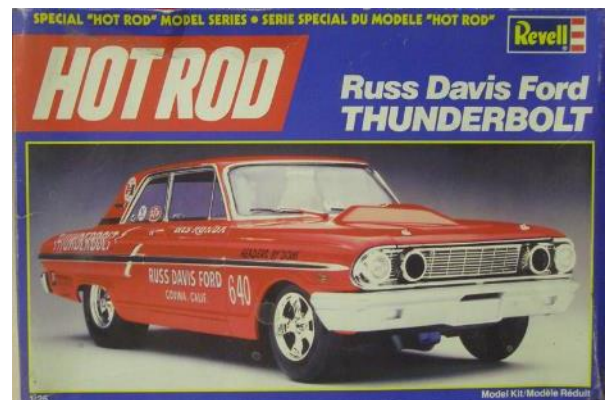
Les Ritchey drove the Performance Associates Factory Experimental Mustang.

Ford targeted the emerging "youth market" with an emphasis on the Mustang's performance.



Detroit had a self-imposed "racing ban" but continued to develop performance parts and supplied pre-production samples to select private racers. This quasi-factory sponsorship put all the other racers in the "stock" classes at a disadvantage. In 1962, NHRA created "Factory Experimental" (FX) as a class for limited production cars that were not available to the general public. Basically, racers could run anything from the factory parts bin in FX.

Although only 100 were produced, the 1964 Ford Fairlane "Thunderbolt" may be the best known of the FX race cars. It combined the light weight of the intermediate-sized Fairlane body (with special fiberglass and aluminum parts to further reduce weight) with a dual 4-barrel carburetor, 427 cu. in. V8 engine.





Lions Drag Strip Pt2

Gaspar "Gas" Ronda's Thunderbolt (pictured on the Revell box art) ran 11.61 seconds at 124.8 mph at Lions

Engine set-backs were not allowed in FX (setting back the engine put more weight on the rear wheels to improve traction) but Chrysler bent the rules in 1964 by building some FX cars with the rear axles moved forward. This had the same effect on traction as moving the engine backward. Soon others followed with "altered wheelbase" cars which came to be called "funny cars" for obvious reasons.



'65 Dodge Coronet FX, the first "funny car," funny body proportions are due to the axles being moved forward to bias weight to the rear for better traction.

Try doing that in your father's car!



"Dyno Don" Nicholson created a one-piece fiberglass replica body for his '66 Comet Cyclone A/FX race car. NHRA rules couldn't keep up with all the changes and created "Exhibition Stock" for machines that didn't fit anywhere else. The racers didn't seem to mind as there was money to be made in exhibition races. The exhibition cars got paid to put on a show and capacity crowds turned out to see them.



Jack Chrisman's nitro-burning, supercharged Comet Cyclone (1964)





Lions Drag Strip Pt2



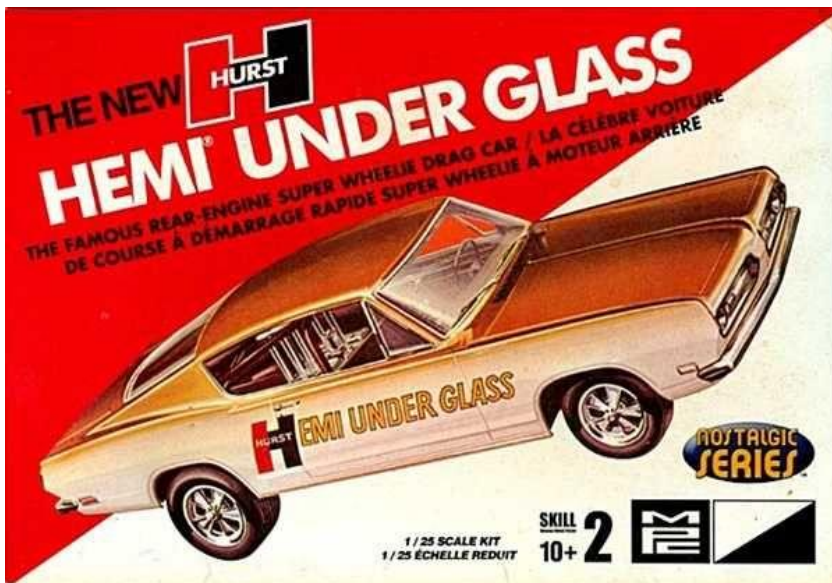
Ray Brock, editor of Hot Rod magazine, conceived a Barracuda with a rear mounted engine as a Factory Experimental (FX) car. The fuel injected hemi engine could be seen through the rear window, hence the name "Hemi Under Glass."

"Hemi Under Glass" was designed to be an FX race car but, with too much weight in the rear, it was quick to go up on two wheels which didn't win races.

But the public loved to see wheel stands and Hemi

Under Glass toured the country as an exhibition car. The following year the car was updated with '66 body sheet metal and in 1967 a completely new car was built. Watch this entertaining excerpt from "Jay Leno's Garage" when Jay goes for a ride with disastrous results.

<https://www.youtube.com/watch?v=LabX19ocJZA>



Originally released by MPC and re-released several times, this old kit builds into a nice shelf model out of the box. But the simple kit would need lots of detailing to win contests.



Dodge wanted some publicity for their trucks and built a Factory Experimental pickup truck with a mid-engine. The vehicle had some evil handling characteristics as a race car but was a huge success as an exhibition wheel-stander.

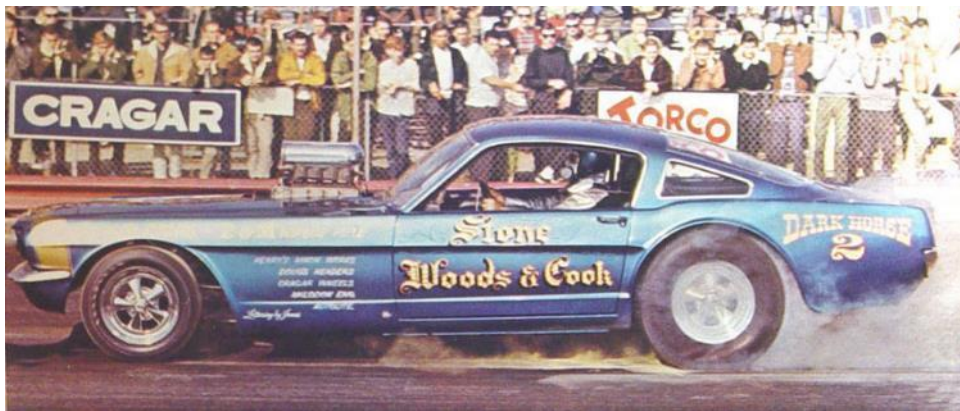
April 2019



Lions Drag Strip Pt2

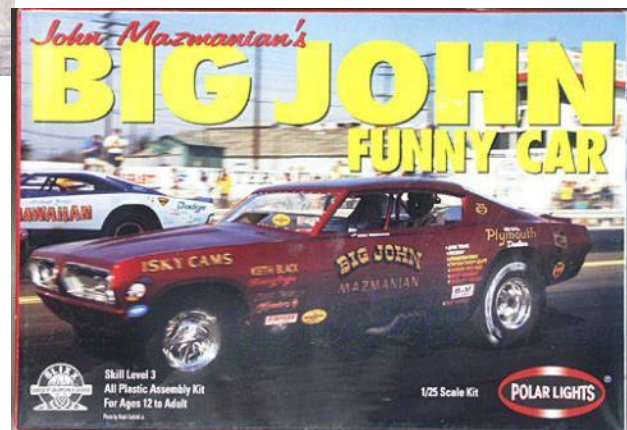
Originally released by IMC and re-released several times by Lindberg, this kit has been around for 50 years and is easy to find in \$10-15 range. It would make a nice companion piece to "Hemi Under Glass" but it too would need a lot of work to make it a contest winner.

Some of the top Gasser drivers saw the writing on the wall and switched to contemporary bodies. NHRA created the Funny Car class in 1969 which was the beginning of the end for FX, Gassers and Altered's



Stone, Woods & Cook abandoned their '41 Willy's for a Mustang body.

Big John Mazmanian was another big name in Gassers who made the switch to Funny Cars



The Beach City Chevrolet Corvette was an unusual topless funny car (1969). The car was driven by Gary Gabelich. The old Beach City Chevrolet on Pacific Coast Hwy in Long Beach closed several years ago.

April 2019

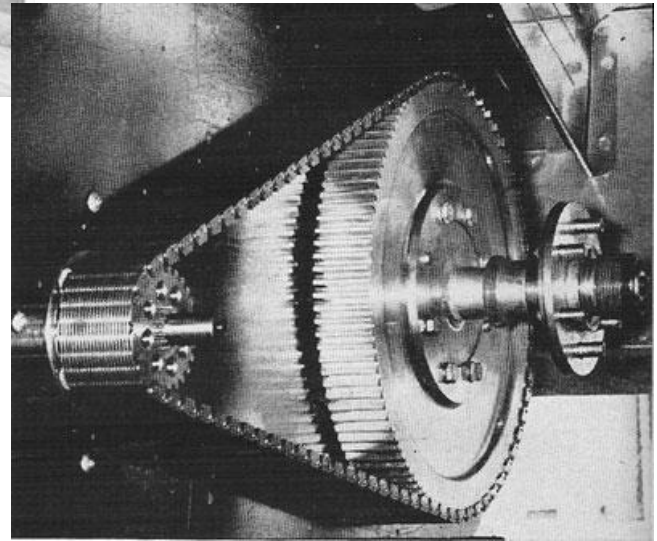


Lions Drag Strip Pt2



Jack Chrisman's Mustang funny car had a rear mounted "sidewinder" 1,500 horsepower Ford SOHC 427 engine. After Chrisman sold the car, it was raced as "The Night Stalker" by John Force

Detail of the chain drive in Chrisman's sidewinder funny car. The specially built 22,000-pound capacity Borg-Warner drive chain was similar to what was being used in the front wheel drive Olds Tornados and Cadillac Eldorado's at the time.



Donovan Engineering manufactures aluminum engine blocks based on the Chrysler 392 Hemi.

By the mid-60s, the Chrysler 392 cu. in. hemi had been developed into the most powerful high performance engine for drag racing. However, availability was a problem as Chrysler had stopped making the engine in 1958 and the big 392 cu. in. cast-iron hemi had always been a relatively low production engine compared to Oldsmobile and Chevrolet. This problem was solved in 1971 when Donovan Engineering began manufacturing cast aluminum copies of the 392 blocks and heads specifically designed for drag racing. The Donovan 417 became the standard engine for top fuel dragsters and funny cars.



Lions Drag Strip Pt2

The initial appeal of gassers was that they looked like the cars a lot of people drove in the 1950s. I think that was also the basic appeal of FX and then Funny Cars, they looked like what was being driven in the 1960s and people identified with them. By 1969 there wasn't much difference between a gasser and a funny car except that the "funnies" ran nitro and were much faster.



To me, funny cars lacked the individuality and appeal of the earlier drag cars. They all looked the same.

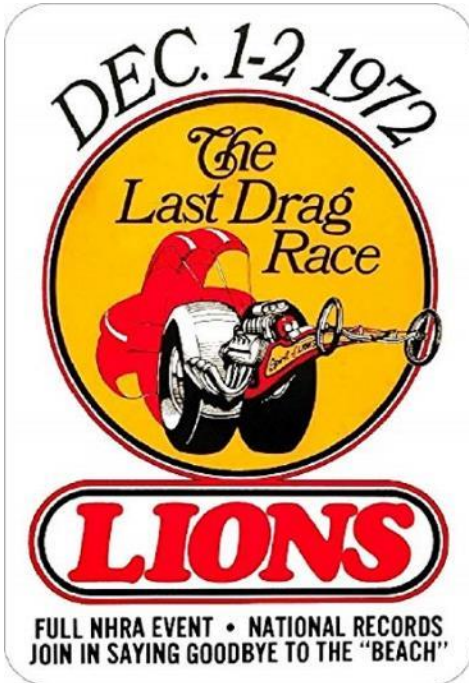
What happened to dad's '42 Ford, you might ask? Well it did not become my high school car or a drag strip terror. Dad said it was too fast and unsafe for a kid. I only got to drive it once before he sold it. My high school car

was a '53 Chevy coupe previously owned by "a little old lady from Bellflower." It was a grandma's car in perfect condition but, with only a 100 horsepower six cylinder engine and a 2-speed Powerglide automatic trans, it didn't win any races. I took it to Lions one Sunday and it turned about 22 seconds and 65 mph. That was a real embarrassment, to get my doors blown off by VWs!

During my college years, I went to the drags less frequently due to work and studying. By 1970, rules changes, new classes and advances in technology combined to make drag racing too expensive to be a hobby for an average guy and all the interesting old home-built cars faded away. Bracket racing (a type of handicap race) replaced "heads up" racing (side-by-side, quickest car wins) for hobby-racers but I did not think bracket racing was very exciting to watch. I never really got into rear engine dragsters or funny cars. As my automotive interests broadened, I didn't find domestic cars as interesting as the imports. I discovered the fun of driving cars that handled well, bought an Austin-Healey "bug-eye" Sprite, moved up to a '57 Jaguar XK140 (What a nightmare the Jag was, but that's another story!) and then bought a '59 Porsche (a great little car). By the 1970s I was "married with children" and my interests had turned to off-road racing, VW dune buggies, dirt bikes and family camping.



Lions Drag Strip Pt2



Last Drag Race

I hadn't been to a drag race in a couple of years when Lions abruptly closed in 1972. The track had operated on a lease with a 30 day notice termination clause and the LA Harbor Commission closed it to make way for a container terminal. I wish I had known in time to have gone to the "last drag race."



Souvenir hunters tearing down the house at "the last drag race."



The abandoned track awaits the bulldozers. Looking south towards Sepulveda Blvd (W. Willow St.

Building some models

This trip down memory lane inspired me to build some models and I hope you enjoy this recap of my building binge.

Dad's '42 Ford

The IMC '48 Ford kit was the basis of my '42 Ford kit bash. The '41-'48

Fords were basically the same car except for an annual change in the grille styling.





Lions Drag Strip Pt2



1942 Ford "electric shaver" grille styling.

Dad's hot rod Ford



Foster's '53 Chevy



I used the Monogram '53 Chevy Bel Air hardtop kit and modified it as a model 210 by adding window posts.

235" 6 cylinder engine with sparkplug wires added



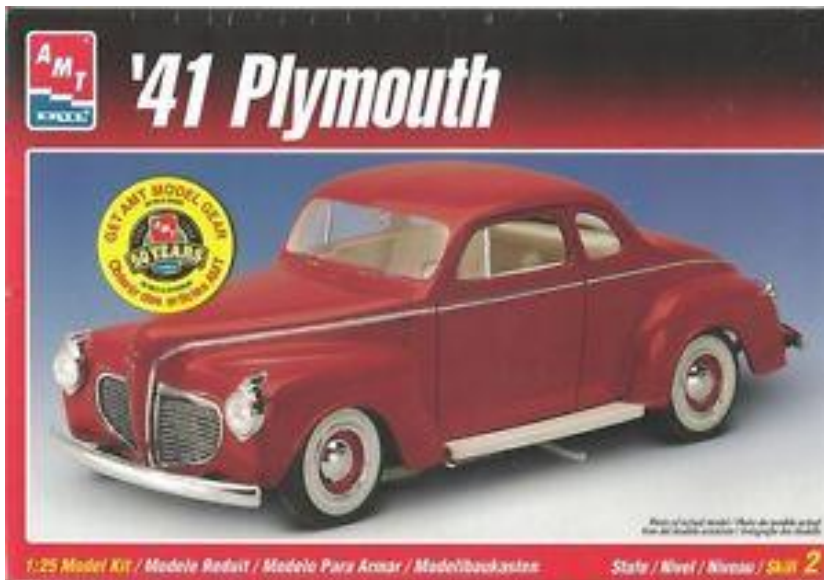
My high school car. "Blue Coral" wax job sure looks pretty and ready to cruise Oscar's.



Lions Drag Strip Pt2

Plymouth Coupe "Gasser"

Mark was one of the first of my friends to get a car, a '47 Plymouth coupe he got from his aunt that was around 1962. He had a glass-pack muffler installed at Sears that made the old flat head six cylinder engine sound mean... or maybe just loud!



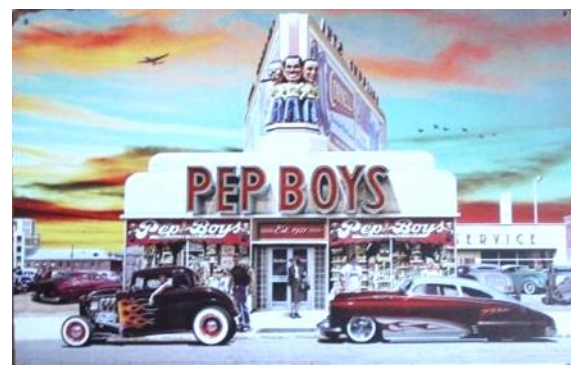
I used the AMT '41 Plymouth kit as a substitute for a '47 (the '41-48 models were all basically the same except for the grilles). On this build, close enough would have to be good enough!

I helped him and his dad beat out some dents and sand it smooth. He got an Earl Scheib paint job, a metallic root beer brown that came out real nice, and he finished it off with some racing decals in

the windows and Pep Boys chrome wheels. It wasn't really a gasser but it looked and sounded like one. What a bitchin' ride!



You get what you pay for, Scheib cut corners on prep but they did know how to spray paint. If you did your own prep, you could get a pretty decent paint job for \$29.95 (the equivalent of about \$250 today).



Manny, Moe and Jack had everything you needed to keep an old car running.



Lions Drag Strip Pt2



I built it with the stock flat head 6 included in the kit. I added plug wires and a black wash to make the details pop.

(ISO here it is,



ready to cruise through Grisinger's on a Saturday night on the way home from Lions.

B/Gas "Digger"



"The Undertaker" was a show car "dragster" with a unique, home-built looking chassis.

I used the chassis from the Polar Lights "Undertaker" with the fuel injected Olds engine from the Revell Thames panel truck. The body was scratch built. I think a couple of blue collar guys working at Douglas Aircraft could have built and raced a car like this at Lions Drag Strip in 1959. **FR**





Tanks Again European Military Tour 2019

By Pascal Zandt

What makes our tours unique?

So, I mentioned earlier in the newsletter of what makes our trips unique six factors: 1. Unique, never to be repeated itineraries, 2. Tours designed for modelers, 3. Stops at hobby shops and manufacturers, 4. The opportunity to build a model while traveling on the bus, 5. Small groups, and finally a first -class coach with all the amenities to take us to every destination in full comfort. But here is another factor Flexibility. We can vote on options of things to do. So, for example, if you look at the 2017 trip itinerary, in addition to what was on the itinerary, we saw the following: Winston Churchill's War Rooms, The Imperial War Museum, The British Army Museum, The Albert and Victoria Museum, the British Museum in London. On the Isle of Wight, we took a ride on a steam train before heading to Portsmouth, where we also saw, though not on a tour, the HMS Victory.

For Fran, a wife of one of our guests, we arranged a personal one-on-one tour of Downton Abbey. In France, we saw several sites in the Normandy area that were distant parts of the overall landings, such as Longues sur Mer and the emplacements there. I convinced the guide at Saumur to let us climb aboard and into the Tiger I. And in Germany, we went to the German-Polish border to visit a small museum on the Seelow Heights, which is where the Soviet forces launched their final offensive towards Berlin.

I have a couple of thoughts on what we might add on our next trip, but I'm keeping that secret for now.

Prior to the trip through to the present I have been repeatedly asked three questions: 1. Why do you organize such trips? 2. Why are the trips for three weeks? 3. Why a military theme?

The first is the most important to me. As a child, my parents sent me to Europe almost every summer. They did so because they wanted me to get to know the family on both my mother's and my father's side, they wanted me to retain and practice my language skills, and finally, they thought it was the best form of education. I would travel to Europe alone or sometimes with my older sister, and every time I went, I had a blast. Upon my return, I would share stories of the things I had seen and done, but I could never really impart in words the excitement and thrill of what I did. So I guess I have always wanted to take people to Europe to share the experience. But the real catalyst was hearing of friends and acquaintances being diagnosed with illnesses or debilitating injuries, or those diagnosed with terminal cancer or the like. At that point, I determined not to go to my maker with a long list of "would haves", "should haves" or "could haves" and that I would do and see as much in my lifetime as I possibly could.



Tanks Again European Military Tour 2019

Second, I know most people only get two weeks of vacation. When I originally conceived the trip in 2017 it started as a two-week trip. However, I realized that there were some people in our group who had never been to Europe and I felt might never go again, so I tried to include as many activities, both militarily and culturally, so that when they returned to their homes, they would have an unforgettable story to tell family and friends, modelers and non-modelers alike. And so, two weeks eventually morphed into three, or 19 days, as it takes two days of flying to get from the U.S. to Europe and back.

Third, like many of you reading this, I developed an interest in military history at a young age. I read about and build military subjects, and I am always on board when it comes to visiting military museums, battlefields, or sites. And so, it is a subject I am passionate about, and I can't think of a better way to enjoy it than together with like-minded enthusiasts. Which is why I challenge you to consider joining us on this trip.

If you are interested in history, particularly military history, if you enjoy modeling military subjects, then this trip is for you. You can call me on my cell with or send me an e-mail with questions. **PZ**

Tanks Again 2019 European Military Tour

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Group travel with a minimum ...20 participants



For more info please contact:

Pascal Zandt
714-588-2283
pascalzandt@hotmail.com

April 2019



Model Club Meetings in the SoCal Area

Latest Changes to the clubs always on top

Temecula Valley Model Club

Meets on the 2nd Saturday of every month

Kay Cenicerros Center (old location)

29995 Evans Road

Menifee, CA 92586

9:00 am till around 12:00

\$5 entry fee to offset room cost

Join afterwards at Pizza Factory Menifee if you wish

https://www.facebook.com/groups/515492695197122/?bookmark_t=group

ljapr@verizon.net

951-805-2541

~~~~~

### Pendleton AMPS

Meets on the 3<sup>rd</sup> Saturday of each month

The American Legion

La Mesa Post # 282

8118 University Ave.

La Mesa, Ca. 91944

Doors open at 11:00 a.m. to about whenever

\$5 dues which includes lunch

[ljapr@verizon.net](mailto:ljapr@verizon.net)

951-805-2541



### IPMS South Orange County

#### The Insane Modeling Posse

Meets on the 4<sup>th</sup> Saturday of each month

Norman P. Murray Center

24932 Veterans Way

Mission Viejo, CA 92692

This is a great build session style meeting

8:00 am till 2:00 pm





# IPMS ORANGE COUNTY Newsletter

April 2019



## Model Club Meetings in the SoCal Area

### IPMS San Diego Model Car Club

Meets the 3<sup>rd</sup> Tuesday of each month  
San Diego Auto Museum / Balboa Park  
2080 Pan America Plaza  
San Diego, CA



### IPMS Orange County

Meets the 3<sup>rd</sup> Friday of each month  
La Quinta Inns & Suites  
3 Centerpointe Dr.  
La Palma, CA 90623  
Doors open at 7:00 p.m. till 10:00 p.m.  
Non-member fee \$7 First visit free.



### IPMS Inland Empire

Meets on the 1<sup>st</sup> Wednesday of each month  
Pegasus Hobbies  
5515 Moreno Street  
Montclair, CA 91763  
Doors open at 6:30 pm and go till about 9:00 pm  
There is no charge for first meeting then \$5

## INLAND EMPIRE IPMS

### Pasadena Scale Modelers Society

Meets on the 4<sup>th</sup> Friday of each month  
American Legion Hall  
179 N. Vinedo  
East Pasadena, CA  
Doors open 7:00 p.m.  
There is a \$5 donation at the meeting





## Model Club Meetings in the SoCal Area

### SoCal Amps

#### Armor Modeling Preservation Society

Meets the 2<sup>nd</sup> Saturday of each month

Frye Sign Company

12818 Nutwood St. Garden Grove CA

4:00 p.m. to around 9:00 p.m.

Bring some chairs. No-fee meeting



### Ship Modelers Association – SMA

Meets the 3<sup>rd</sup> Wednesday of each month

American Red Cross Building

1207 N. Lemon St. Fullerton, CA 92835

In Hillcrest Park 7:00 p.m.



### Sprue Cutters Model Club

#### Brookhurst Hobbies

Meets the 1<sup>st</sup> and 3<sup>rd</sup> Tuesday at 6:00 p.m.

Brookhurst Hobbies

12188 Brookhurst Street

Garden Grove, CA 92840

Phone: (714) 636-3580

No charge to attend

[info@brookhursthobbies.com](mailto:info@brookhursthobbies.com)



### IPMS San Diego

Meets the last Friday of each month at

Girl Scouts San Diego

1231 Upas St. San Diego, CA

Use Richmond St. entrance to Upas

Doors open at 6:30 p.m. till 10:00 p.m.

Adult first visit is free and then \$4.00







## Model Club Meetings in the SoCal Area

### Los Angeles Miniaturists Society

LAMS Meets the 1<sup>st</sup> Saturday of each month

Veterans of Foreign Wars building

1006 W. Magnolia Blvd.

Burbank, CA 91506

Meeting starts around 9:00 a.m. till 12:30

Frequent demonstrations. Nonmember \$5

*Los Angeles Miniaturists Society*

## Upcoming Events

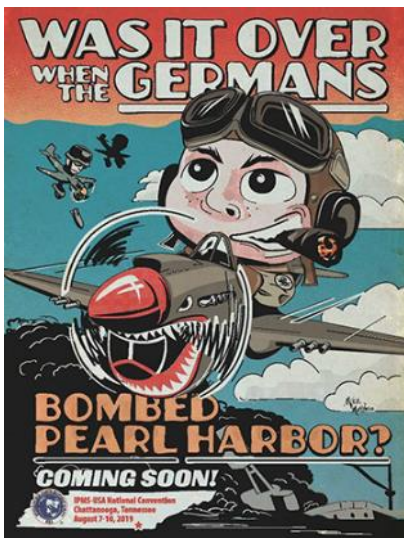
### 2019 IPMS National Convention

### Chattanooga, Tennessee

### August 7-10, 2019

Looks like the website is up and running here at this link.

<http://www.ipmsusnationals.com/>





### Upcoming Events

### Contest Flyers

#### **Saturday April 27, 2019**

22<sup>nd</sup> Annual Doheny Wood

All Woodie Car Show

Doheny State Beach

Dana Point CA

[www.solcalwoodies.com](http://www.solcalwoodies.com)

#### **Saturday April 27, 2019**

IPMS Las Vegas presents

Best of the West Model Show

East Side Cannery Resort & Casino

5255 Boulder Highway

Las Vegas, NV 89122

Probably 9:00 till 4:00 (not specified on flyer)

#### **Sunday April 28, 2019**

Herb Deeks presents

Rolls, Floats, and Flys Model Expo

Howard Johnson Hotel

222 W. Houston Avenue

Fullerton, CA 92832

9:00 am to 3:00 pm





22nd Annual

# Doheny Wood



**All Woodie Car Show**  
Saturday - April 27, 2019 - Doheny State Beach  
8:00 a.m. to 3:00 p.m. Dana Point, CA • Over 150 Woodies Classics and Modified

Hosted By The  
Southern California  
Woodie Club

More info at [www.socalwoodies.com](http://www.socalwoodies.com)

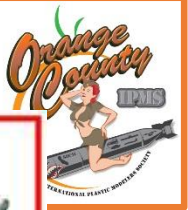
 



Our Sponsors

Doheny Wood is presented by the largest Woodie organization in the world, Southern California Woodie Club. It is a wooden vehicle only event, presented April 26-28, 2019 at Doheny State Beach in Dana Point.



**IPMS REGION-8 REGIONAL CONVENTION**



# **SATURDAY APRIL 27th, 2019**

**East Side Cannery Resort & Casino  
Las Vegas, Nevada 89122**

***The Biggest & Best Model Show in Nevada  
"Over 12,000 sq.ft. of models, vendors, exhibits & attractions!"***

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offering new & vintage  
kits, & supplies.**

**Over 40 contest  
categories.**

**On-site food, free  
parking, minutes  
from the Vegas Strip.**

**Contest & Show Admission**

**Adult Model Entry - \$10 for 3 model entries**

**(\$2 for each additional)**

**Junior (under 16) - Free (unlimited entries)**

**General Show Admission**

**(Non-Contest Attendees)**

**\$3 Adults, \$5 Family**

**Children under 12, Active Military & First Responders**

**Free**

**For Information**

**[www.ipmslv.org](http://www.ipmslv.org) or [ipmslv@aol.com](mailto:ipmslv@aol.com)**

**Reservations**

**East Side Cannery**

**5255 Boulder Highway, Las Vegas, NV 89122**

**Phone: 866-999-4899**

**Room Reservation code -EIPMS**

**[www.eastsidecannery.com](http://www.eastsidecannery.com)**







**HERB DEEKS  
PRESENTS**

# **ROLLS FLOATS AND FLYS**



## **SUNDAY APRIL 28, 2019**

**EVENT HOURS: 9 AM TO 3 PM**

**HOWARD JOHNSON HOTEL**

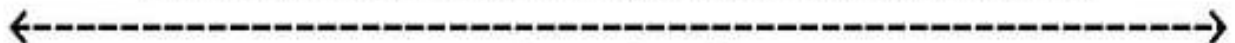
**222 W. HOUSTON AVE FULLERTON, CA 92832**

**EVENT WILL BE HELD IN GRAND BALLROOM. HOWARD JOHNSON HOTEL IS LOCATED  
ONE BLOCK NORTH OF THE 91 FREEWAY OFF THE HARBOR BLVD EXIT.**

**ADMISSION:**

**ADULTS \$5, CHILDREN UNDER 12 FREE WITH ACCOMPANYING PAID ADMISSION ADULT**

**VISIT US ON FACEBOOK AND AT [WWW.ROLLSFLOATSANDFLYS.COM](http://WWW.ROLLSFLOATSANDFLYS.COM)**



**Request for Vendor Tables (please print)**

**ALL PAID TABLE RESERVATIONS MUST RECEIVED BY APRIL 13**

Returned checks are subject to a \$35 fee. NO TABLES SOLD DAY OF SHOW.

6 ft. tables are \$50 each, 8ft. tables are \$60 each. Maximum of 3 tables per vendor. Two (2) exhibitor passes issued with each vendor reservation. Please make a copy for yourself.

Name \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ email (optional) \_\_\_\_\_

I have enclosed (total) \$ \_\_\_\_\_ requesting reservation for \_\_\_\_\_ 6 ft. table(s) \_\_\_\_\_ 8 ft. table(s)

Make checks or postal money orders payable to: Herb Deeks. 1516 E. Santa Ana St. Anaheim, CA 92805

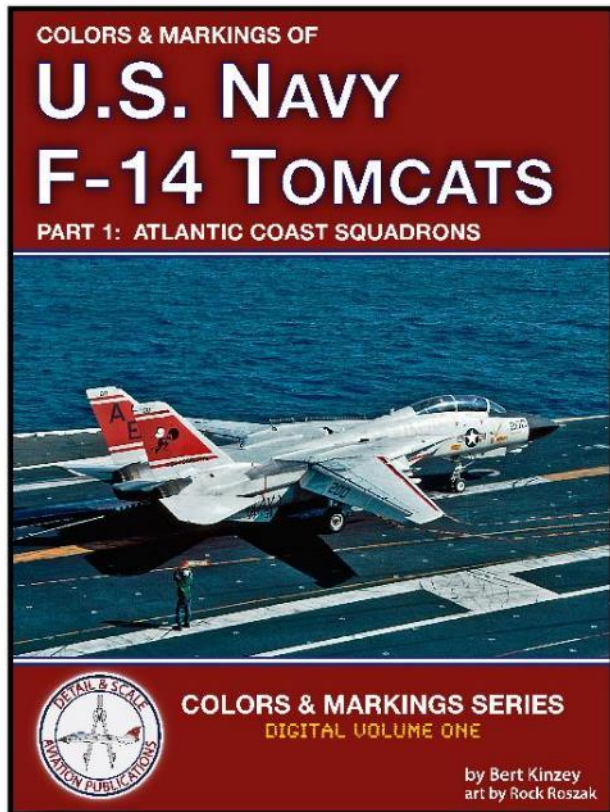
For more information Call Herb @ 714-774-7326, wait for beep leave message between 8 am. And 9 pm.

This is a reservation request based on first come first served (by postmark).

A confirmation/contract will be mailed at a later date. Table assignments and vendor passes will be issued day of show.



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# **IPMS South Orange County Insane Modeling Posse**



**Meets the 4<sup>th</sup> Saturday of each month.  
We are a build style meeting in a  
relaxed atmosphere located at The  
Norman P. Murray Community Center  
in Mission Viejo CA.**

**We have all types of modelers  
in our club with a wide array  
of subject matter. Anything is  
welcome. The Norman  
center is located at 24932  
Veterans Way, Mission Viejo  
CA. Doors open at 8:00 a.m.  
and go till about 2:00 p.m.**



**Plenty of restaurants in the area if you want to take a  
lunch break. If you wish to join, membership is \$10 a year  
with no meeting dues.**



**Find us on facebook at**

**<https://www.facebook.com/groups/667870720029825/>**

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The modern journal of classic aeroplanes and the history of flying

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REVERSE SIDE A classic 1950s photograph of BOAC Boeing Stratocruiser G-AKGM Castor (with an unidentified sister Strat in the background) outside the corporation's distinctive new maintenance hangar at Heathrow, designed by Sir Owen Williams and built during 1950–55.



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