

IPMS ORANGE COUNTY

Newsletter – January 2019

Volume 27 # 1

Southern California's Premier Model Club



The President's Column

By David Frederick

"Happy New Year: Changes for 2019"

As a look upon the 2018 in review, we have several changes that had to be overcome. The first change to OrangeCon was the new challenge coin trophies. Wood trophies which require a lot of member participation for assembly over the last ten years, was replaced with the challenge coins which has been received well by most modelers. The second challenge was the OrangeCon venue. California State University has imposed a NO CASH policy from the new administration that has taken over the student union center. Unknown at the time was that we were the first group selected to make this change and tried to comply with the new unwritten rules. Having determined the day of the event no cash rules would not work with the facility we quickly reverted to the way we always conducted OrangeCon. I often wonder if the current renters of the Titan Student Union would have to comply with the new rules and how do they manage. The California State Fullerton administration stated that our type of event would not make sense with the new cash policy, so the IPMS board has spent the last few months looking at prospective venues for 2019 OrangeCon. Nat Richards, myself and a few board members have reviewed prospective venues for OrangeCon 2019. More than 15 individual venues for the orange county area have been reviewed for the event. Some of these perspective venues are Lyon Air Museum, OC fairground, several community centers and Hotels. I can share with you a few things from our findings.

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President's Column

1. IPMS have been at California State University for twelve years and the rental market has gone up significantly.
2. Hotels will rent the ball room space however they push up charge the renter on any items other than the ball room/conference room by 21 percent.
3. Community centers, Yorba Linda, Mission Viejo all have a dual rate, for profit and nonprofit charge for the use of the room based if the group is residing in the city.
4. Community centers are booked a year in advance which makes it difficult to have OrangeCon 2019 in October 2019.

As of this writing we are looking for hotel space for OrangeCon 2019 which will be able to hold the October date tradition. As information becomes available, the IPMS board will certainly share it with all members. In 2019 the IPMS group needs to focus on selling more trophy sponsorships and vendor tables for the upcoming OrangeCon. As always, I look to the membership for the help when the venue is determined.

Raffle Czar Sneak peek of models for January Monthly raffle: Sean will conduct raffle...

1. 1/72 Aircraft: Tamiya F-14A Tomcat
2. 1/35 Armor: Dragon M1A1 AIM
3. 1/20Auto: Tamiya Team Lotus Type 78 1977 with PE
4. 1/800 Ship: Academy CV-63 USS Kitty Hawk Aircraft Carrier
5. Miscellaneous: Bag of Evergreen plastic



US NAVY Reference Photo

ARABIAN GULF - Jan. 8, 2019

An F/A-18F Super Hornet assigned to Strike Fighter Squadron (VFA) 41 prepares to catch an arresting gear wire while landing on the flight deck of the aircraft carrier USS John C. Stennis (CVN 74) in the Arabian Gulf. The John C. Stennis Carrier Strike Group is deployed to the U.S. 5th Fleet area of operations in support of naval operations to ensure maritime stability and security in the Central Region, connecting the Mediterranean and the Pacific through the western Indian Ocean and three strategic choke points. (Official U.S. Navy photo by Mass Communication Specialist 3rd Class Dillon J. Sweeney/Released) **TH**



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Meeting Notice & Agenda

Date: January 18, 2019

Theme: **TOPLESS**

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

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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.



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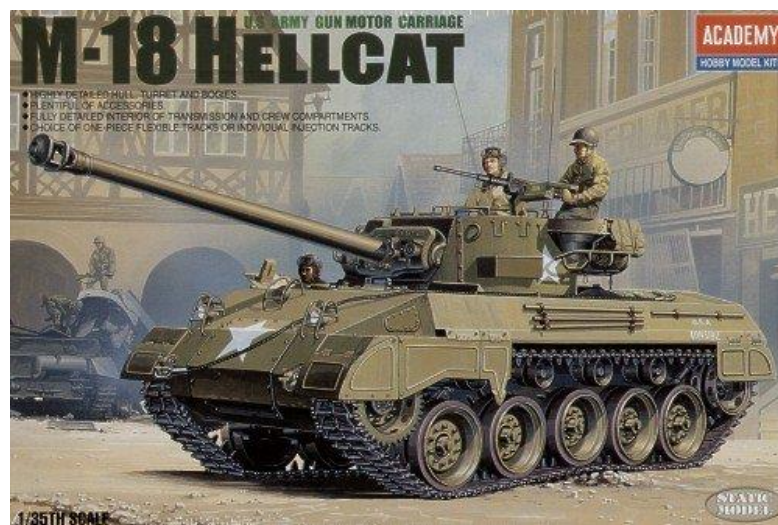


From Our Treasurer

Financial Statistics for the meeting in December 2018

Admission		Distressed Kits	\$ 599.00
Members	27	Monthly Raffle	\$ 0.00
Non-Members	8		
Juniors	0	Total Income	\$ 957.00
Paid in Full	5	Total Expenses	\$ (533.13)
Guests	0	Profit / (Loss)	\$ 423.87
Total Attendance	40	\$ in Checking	\$ 2473.34
		\$ in Savings	\$ 5152.16
Memberships / Renewals		\$ in PayPal	\$ 523.81
Regular	4	Total in Bank	\$ <u>8149.31</u>
Youth	0		
Full Year	1		

THEME FOR JANUARY – TOPLESS



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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 your 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_____



IPMS OC Contest Table

By Derek Collins & Dan Matthews

Hello and happy New Year to all fellow IPMSOC modelers! I'd like to first say thank you for electing me to serve as the club contest director for 2019. This is my first "official" role with the club since I joined a couple of years ago and I am excited to be involved and looking forward to a new level of interaction with each of you and to doing my best to support our organization.

Congratulations to Mr. Joe LoMusio our IPMSOC 2018 Modeler of the Year. Joe closed out 2018 with a 1st place finish in the Masters division and a grand total of 61 points for MOTY. Thank you Joe, for your continued participation in the contests and the excellent work you demonstrate and most importantly share and discuss with all of us; congratulations and keep up the great work. A very honorable mention goes out to our 2nd place finisher Julian English, 3rd place David Jorquez, 4th place Keith Mundt, and rounding out our top 5 finishers Mr. Jim Teahan. Thank you all for your ongoing active participation in the monthly contests and support of our club; we look forward to seeing what you have in store for 2019.

Thank you, Derek Collins for the work you've put in these past couple years and the excellent hand-off of the contest director responsibilities and all that goes with it; I feel pretty good going into the new role with the support you've provided and wanted to say thank you and that I look forward to seeing more of your work on the tables.

I would also like to say thank you in advance to the club membership for your support, patience, and understanding as I take on this new role. I want to put the word out that any and all suggestions, ideas, recommendations for contests, extra-curricular etc... you may have for me or just want to mull over are not only welcomed but are encouraged and appreciated.

As a reminder, the monthly contest for our January 2019 meeting will not only cover our theme "Topless", but we will also be voting for the Best of "Judges Choice" and best of "Theme" award winners from 2018. Included is a list of the winners and their associated models and the themes to help jog memories and encourage everyone to please bring in your models and stack the tables. In addition, we have the themes for our 2019 monthly contests included as well. I'll see you all on Friday!

Dan Matthews



Contest Entries and Results, December, 2018

Theme: "Anything Italian "

Total number of Modelers: 14

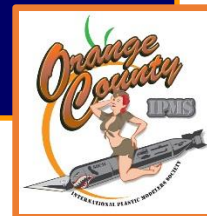
Total number of entries: 25

Masters Division

Joe LoMusio	1/48	CR42 Fiat Falco_____	1 st , Theme Award
Herb Deeks	1/24	1928 Ford Canopy_____	2 nd
	1/24	Fiat Abarta Asseto Corsa	
Bob Bolton	1/??	Sailing Ship Diorama "We Told You So"_____	3 rd
	1/24	Rampage	
	1/24	Flashback	
Carlos Cisneros	1/72	Challenger 2 w/ Dozer Blade	
Foster Rash	1/24	Alfa Romeo 6C Zagato	
	1/24	'42 Ford	
	1/24	'41 Plymouth	
Sean Fallesen	N/A	Egg Plane Zero	
	N/A	Egg Plane P-51D Mustang	
Steve Taylor	N/A	Davey	
	N/A	VW Bus	
David Frederick	1/25	Batmobile	
	N/A	Sherman Fire Fly	

Advanced Division

David Jorquez	1/48	F-14A_____	1 st , Judge's Choice
Jim Teahan	1/48	Aermacchi M346_____	2 nd
Julian English	1/72	C-47 Skytrain	
Kevin Collins	N/A	Israeli M51 Sherman Toon Tank_____	3 rd
Jake Holshuh	N/A	Disney Pixar	
	N/A	Finn McMissur	
Jim Fleming	1/72	Savoia-Marchetti SM79 Italian Torpedo Bomber	
David Okamura	N/A	Hako-Clones" & "Cubees"	
	N/A	Cassini Terrestrial & Celestial Globes	
Mystery Builder	1/24	Ferrari F1 Body Shell	
	1/72	Macchi 202	



Contest Entries and Results

Group Build, Caricature Models "A Light Hearted Build"

Kevin Collins	N/A	Israeli M51 Sherman Toon Tank	1 st
Steve Taylor	N/A	VW Bus	2 nd
	N/A	Davey	3 rd
Bob Bolton	1/??	Sailing Ship Dio. "We Told You So"	
Jake Holshuh	N/A	Disney Pixar	
	N/A	Finn McMissur	
David Frederick	N/A	Sherman Fire Fly	
Sean Fallesen	N/A	Egg Plane Zero	
	N/A	Egg Plane P-51D Mustang	

Judges Choice, Theme Award Best of the Year Models

		2018 Judges Choice Winners	Entry	
January		Keith Mundt	F-86D Sabre Dog	
February		Joe LoMusio	JU52/3M Transport	
March		Joe LoMusio	JU87D Stuka	
April		Joe LoMusio	Nieuport 17	
June		Keith Mundt	Nieuport 17	
July		Julian English	CMP Quad Gun Tractor	
August		Derek Collins	Kraz Russian Tank Transport	
September		Joe LoMusio	MKVIB British Light Tank	
November		Julian English	Starwars Twi'Lek Tank	
December		David Jorquez	F-14A	
	2018 Theme Winners		Entry	Theme
January	Julian English		KI-51 French Service	It's All About the Fun
February	Jeff Hunter		Lockheed L-1011	Made in America
March	Dan Matthews / David Jorquez		AH.7 LINX / A-4 Skyhawk	Hasegawa VS Airfix
April	Derek Collins		Russian T-55 in Syrian Camo	Something Russian
June	Derek Collins		VT-55 Czech Rail Road Fire Brigade	Red, White & Blue
July	Joe LoMusio		Staghound MKIII	Something Canadian
August	Joe LoMusio		Nieuport 17 C.1	Twins
September	Julian English		KI-115	New Kids
November	Kevin Collins		Type 69IIC Iraqi Desert Storm Service	Meng VS Takom
December	Joe LoMusio		CR42 Fiat Falco	Anything Italian

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Modeler of the Year Points Standings 2018 Final

1st place: Joe LoMusio 61 pts
 2nd place: Julian English 41 pts
 3rd place: David Jorquez 29 pts
 4th place: Keith Mundt 21 pts
 5th place: Jim Teahan 17 pts

2018	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	2				2		4
Michael Apodaca	2						2
Tony Avalos							0
Michael Bare							0
Terry Baylor	1						1
Doug Browning							0
Ted Browning							0
Bob Bolton	9				2		11
Mike Boren							0
Mike Budzeika	2						2
George Canare							0
Chris Carl							0
Brian Casteel							0
Mike Cavanaugh	1						
Carlos Cisneros	1						1
Derek Collins (DNQ)	6	5	8	18	2		39
Kevin Collins	6				2	2	10
Colin Davis							0
Mark Deliduka	6					1	7
Darrin Deeks	1						

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Herb Deeks	4				4	2	10
Mike DiCerbo							0
Tony Dominick							0
Craig Elliot							0
Julian English	10	10	8	3	6	4	41
Sean Fallesen	3					1	4
Jim Flemming	9						9
David P. Frederick	3				2		5
Jim Gardener							0
Jeff Geis							0
Victoria Geis							0
Mark Glidden							0
David Goodwin	1						1
Dennis Henry	1						1
Cip Hernandez	1						1
Ron Herrador							0
Jake Holshuh	6						6
Terry Huber							0
Jeff Hunter	3		4			1	8
Sean Jenkins							0
David Jorquez	6	5	4	12	2		29
Maxx Kominsky							0
David Lombard	1						1
Joe Lomusio	9	20	12	15	4	1	61
Steven Lund							0
Dan Matthews	3		4	6		2	15
William Mansoor							0
Joe Mestrovich							0
JoAnne Morris							0
Keith Mundt	3	10		6	2		21
James Nunn							0
Richard Nicoletti							0
David O'Barr	3						3
David T. Okamura	5						5
Bruce Openshaw							0
Bob Penikas	6						6
Kenneth Pick	3						3
Darnell Pocinich							0
Foster Rash	7				4		11
Nat Richards							0

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Owen Ryan	4						4
Dan Salas	2					1	3
Joseph St. Pierre							0
Richie Scanapico							0
Jason Sutton							0
Steve Taylor	6					3	9
Jim Teahan	9				6	2	17
Salvador Torres							0
Reed West	1						1
Daniel Wong							0
Jaime Zamora							0
Bob Zmuda	2						2
Gordon Zuther	1				2		3

DNQ = Does Not Qualify



Contest Entry Winning Photos by Bob Penikas **Master Division**

1st Place and Theme Award Joe LoMusio with a 1/48 CR42 Fiat Falco



Photo by Joe LoMusio

2nd Place Herb Deeks with a 1/24 1928 Ford Canopy



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Master Division

3rd Place Bob Bolton with a scale Sailing Ship Diorama "We Told You So"



Advanced Division

1st Place and Judges Choice David Jorquez with a 1/48 F-14A



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Advanced Division

2nd Place Jim Teahan with a 1/48 Aermacchi M 346



3rd Place Kevin Collins with a Toon scale Israeli M51 Sherman Toon Tank
And also a 1st Place in the Group Caricature Build.



January 2019



Group Build Caricature Models A “Light Hearted Build”

2nd Place Steve Taylor with a Weird-Oh’s VW Bus



3rd Place Steve Taylor with a Weird-Oh’s
Davey





Water, Ore, Sweat and Fortune

By Terry Huber

For the new reader, the emphasis of these articles are on the Owens Valley and historical surrounding areas along US 395 in CA. From a couple months ago I was explaining the process for scratch building an HO scale (1/87) homestead cabin. The subject, our friend's cabin located at "The Ranch" in the White Mountain area of CA.



Consulting with Foster Rash I was able to come up with a cardboard mockup about the size I needed.



I then picked out some Board & Batten (B&B) plastic siding from Evergreen to re-create the sides of the cabin. Window openings would also be cut at the same time. I bought a few different spacing's but the .100" spacing seemed to be about the right scale for the look of this cabin. Works out to be about 9" on batten centers.

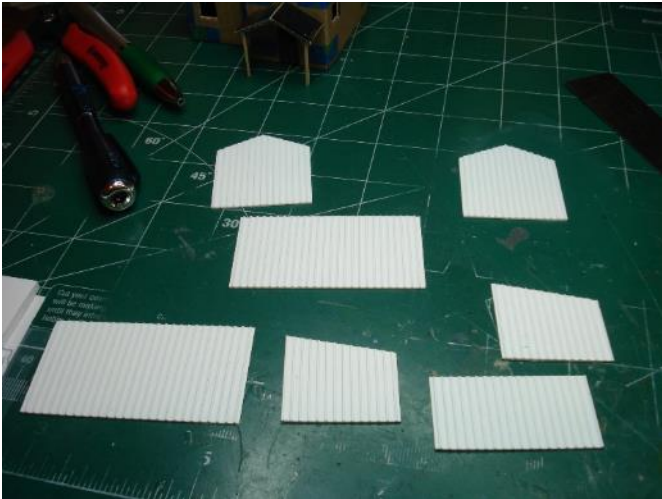


Water, Ore, Sweat and Fortune

I then measured and laid out on the Evergreen the approximate dimensions of the cabin and the different wall sections. I used the MASCOT HO Scale Ruler to take

measurements on the plastic. I am using .040" thick plastic for stability so a score with a new No. 11 X-Acto or a super sharp pair of scissors are used to cut out the sections.

Don't worry if your cuts are not perfect. Grasp similar pieces together and sand the edges if needed. That way the sides end up the same for each opposing section.

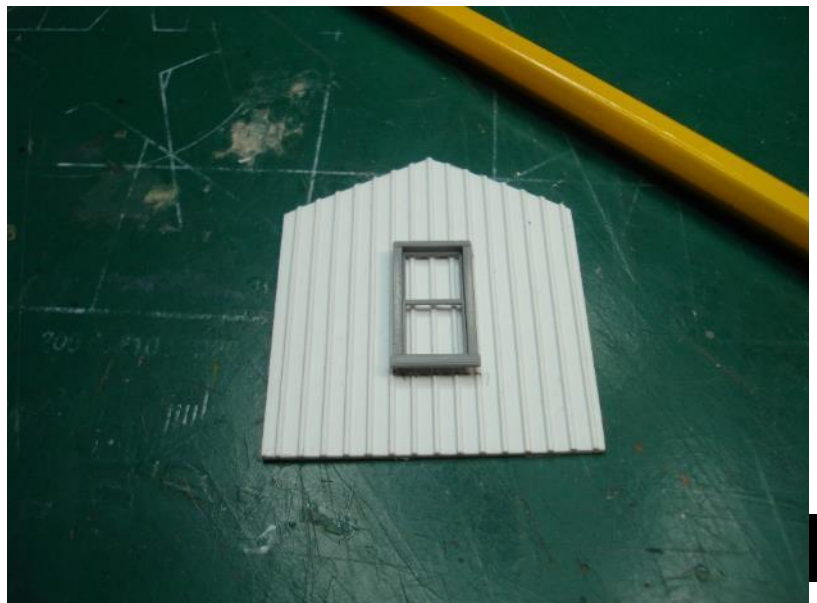
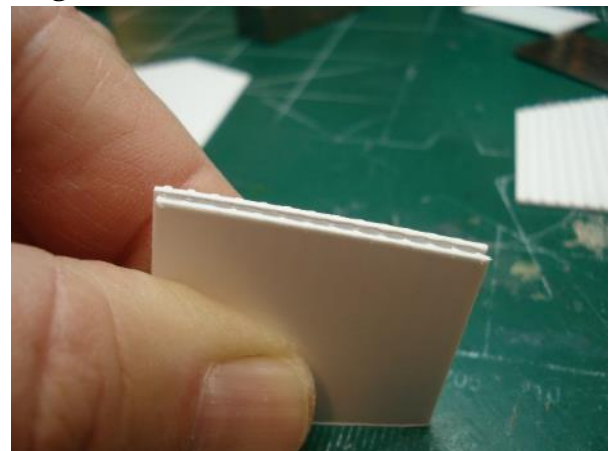


Once the sanding is done layout the areas for the windows. I am using Tichy Train Group windows. If you have not heard of them they are in my opinion THE standard for different scale doors, windows and details for structures especially from earlier historical times. I was told Tichy bought all of the remaining stock of Grandt Line windows, doors and details.

Arnie's Trains in Westminster has some Grandt, but dwindling stock. Several scales at Tichy, excellent service and delivery.

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

The great thing about B&B is the window / door layout is easy by just aligning the window to the batten slats evenly. Mark with a pencil on the plastic on the outside and under the window frame. The cut opening will be slightly smaller than this.





Water, Ore, Sweat and Fortune

Remove the window and carefully start scribing with the No. 11 X-Acto the opening That will be removed. Use the edge of the MASCOT steel ruler to keep your cuts straight, or slice along the batten sections. Several passes of the knife will be necessary to remove the cut section. Try fitting the window in the cutout, sand the opening as needed to make it fit. These windows are engineered with a slight relief so they literally “pop” right in the opening.



That's it till next installment.

Window treatment (Glazing)

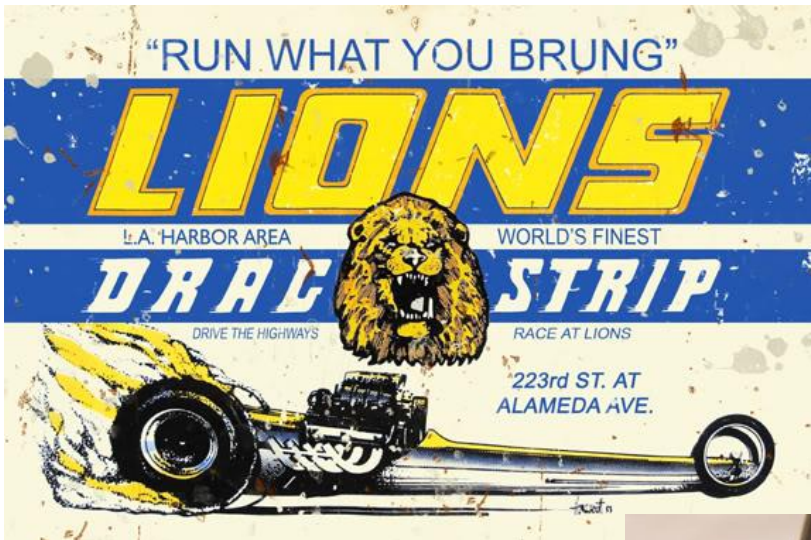
Assembly

Roof sections



Lions Drag Strip Pt 1

By Foster Rash



"Cruisin' Firestone Blvd," Jay's winning '56 Chevy Nomad.

I was admiring a collection of "Bellflower-style" custom cars at OrangeCon 2018 and struck up a conversation with the builder, Jay Komoto. He and I were about the same age, he'd grown up in Downey and I in Lakewood. We got to talking about cars, cruising, drag



racing and some of the old drive-ins, like Harvey's Broiler, Grisinger's, The Clock, and Hody's. We discovered that we had both been hanging out at Lions Drag Strip around the same time.

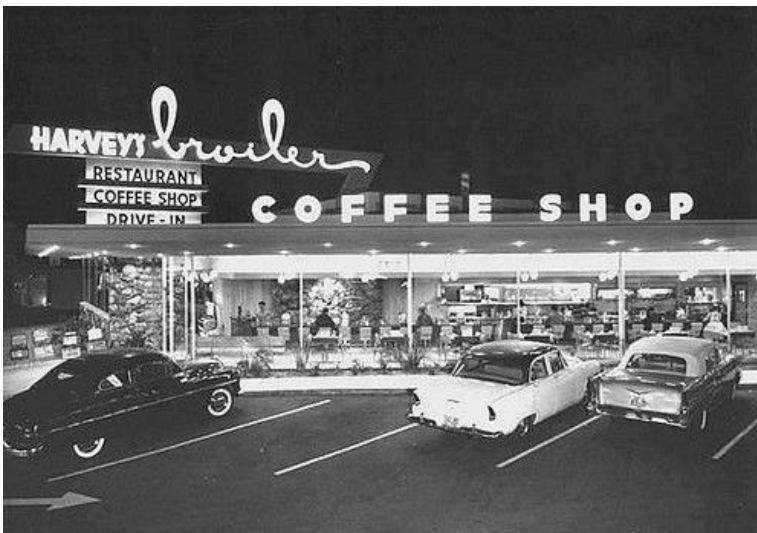


Bellflower-style is basically a mild custom, with a striking paint job (metallic, pearl, metalflake) that accentuates the unmodified factory lines or panels of the car. The style is associated with painter Larry Watson whose shop was in Bellflower.

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Lions Drag Strip Pt 1



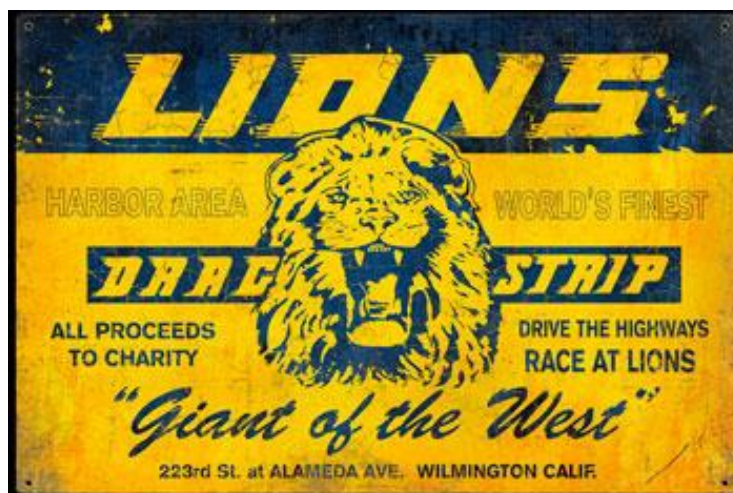
Harvey's has been restored and is now a Bob's Big Boy

Harvey's Broiler on Firestone Blvd in Downey
"back in the day!"



The old "Grisinger's Drive-in" is now
"George's '50s Diner" in the Bixby Knolls
neighborhood of Long Beach.

Lions Dragstrip sign



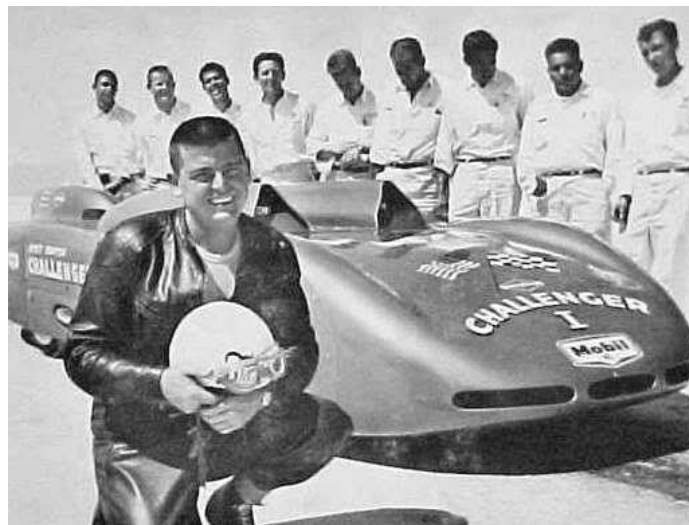
For me, the period, 1959 to 1969 was a "golden decade" of drag racing. The first drag strip in the US opened in 1950 at Santa Ana, on an airstrip that became Orange County John Wayne Airport. To curb widespread street racing, the Long Beach area Lions Clubs sponsored a drag strip which opened in 1955 on a piece of unused LA Harbor property on the Long Beach/Wilmington border.

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Lions Drag Strip Pt 1



Entrance on 223rd (Wardlow Rd). Embankment in background is 405 Fwy under construction.



Motorsports legend Mickey Thompson was the manager of Lions Drag Strip.



A 50 cent pit pass let you get up close and personal with the cars, drivers and mechanics.



Staging lanes full of race cars.



Saturday night at Lions



Lions Drag Strip Pt 1



Racing the family car on Sunday. In its heyday, Lions had racing on Wednesdays, Saturdays and Sundays.

Check out this old KTTV local Ch. 11 clip from 1961

<https://www.youtube.com/watch?v=DTNr9MHk7NE>

By the time I started going to Lions in 1959, drag racing was rapidly changing from a participant oriented activity to a spectator sport. Racing has never been cheap, but at that time a couple of blue collar guys with a little know-how could team up, or join a car club, and put together a competitive car. Most race cars were still amateur home-built and the few racers with sponsors were just sponsored by local businesses. It was still a time of experimentation and individualization; there was no clear cut "best way" or formulaic "cookie-cutter" cars, it was "Run what ya brung!" I found the innovation and variety of cars very exciting. The fastest cars of the day were the dragsters. We called them "rails" or "diggers" at the time and they were basically just an engine and frame rails, minimal bodywork.



Lloyd Scott's Long Beach based twin engine dragster, Olds in front and a Caddy in the rear, the "Bustle Bomb" was the first to break 150 mph in 1955.



Lions Drag Strip Pt 1

Lloyd Scott partnered with his friend and co-worker Noel Timney; both men were aircraft machinists. Scott had been driver/mechanic on Larry Shinoda's "Chopsticks Special" but Shinoda took a job at Ford and moved to Detroit (Shinoda went on to design the Corvette Stingray, Boss 302 Mustang and Jeep Grand Cherokee). Harvey Goldberg had been Shinoda's partner and owned the Olds engine from "Chopsticks." George Smith was brought into the partnership because he owned a Cadillac engine. Scott and Timney were able to design and machine all the special pieces needed to make the custom drive train possible; both engines were connected to the rear axle. Engineering "experts" had said that 150 mph was the absolute maximum speed possible from a standing start in 1/4 mile. "Bustle Bomb" went 151.07 mph!

Frank "Ike" Iacono owned a tune-up shop in San Pedro and ran a six cylinder truck engine in this dragster. Built in 1949 by Laird Pierce from the remnants of a Miller Indy racecar, it was later



raced with a variety of engines by "Sonny" Balcaen. Iacono bought the engine-less racer in 1957 and installed a fuel injected 302cu. in. GMC inline 6 with a Wayne 12-port cylinder head. The car ran 10.80s and 127 mph on gas and 9.70s and 160mph on fuel.

Calvin Rice from Santa Ana became the first NHRA national champion (1955) with a record 10.30 seconds at 141.95 mph. Kids could never get this close to a national champion race car today. but we did with a 50 cent pit pass! Monogram released a model of the car but called it the "Long John Streamlined Dragster." I suppose to avoid paying to license the real name?



Lions Drag Strip Pt 1



Cook & Bedwell A/Dragster from San Diego set a record 167 mph at Lions in 1957. Monogram's "Slingshot Dragster" was a model of this car. This photo looks a lot like the box art for that kit.



Detail of the engine in the Cook & Bedwell car. Note the welded steel, 6 carburetor, log-style, "U-Fab" intake manifold. The "U-Fab" manifold was manufactured in kit form by Bruce Crower in Chula Vista. The purchaser would configure and weld it together to fit his particular engine. Cook & Bedwell ran 6 carburetors on their Chrysler engine.



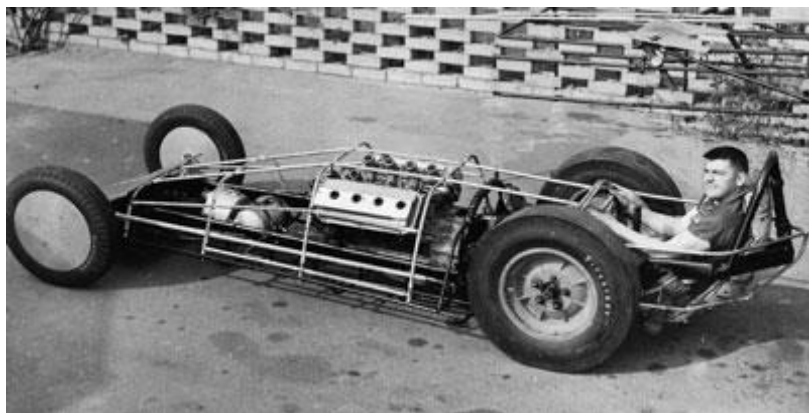
The Chrisman family (Evert, Art, Lloyd, Jack) operated a gas station and garage in Compton and built a number of innovative cars. This is the famous Chrisman-Cannon *Hustler I*.

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Lions Drag Strip Pt 1



Mickey Thompson claimed credit for inventing the "slingshot" chassis with the driver behind the rear axle.



Mickey Thompson's speed shop was in Long Beach



Mickey Thompson dragster with twin-Chrysler engines and four wheel drive. Note the vertically angled intake tubes on top of the engine which indicate it is running fuel injection.

The shape of things to come. Thompson added a body to his twin-Chrysler dragster, took it to Bonneville in 1958 and went 267 mph.



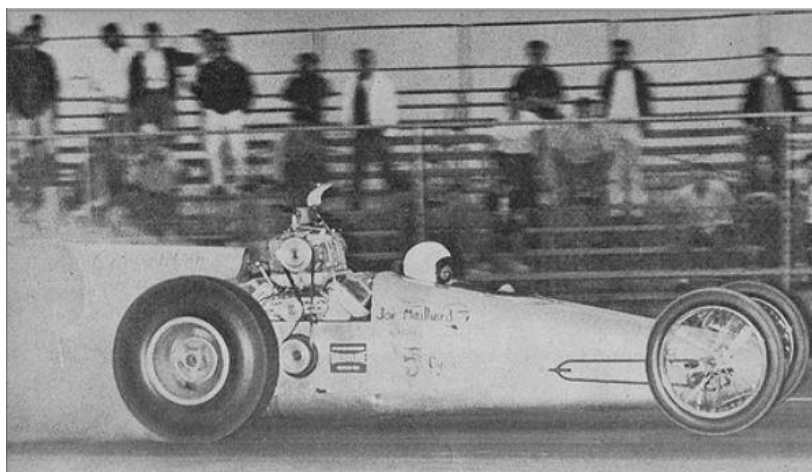


Lions Drag Strip Pt 1



Thompson returned to Bonneville in 1960 with a similar appearing car, this time powered by four supercharged Pontiac engines, and became the fastest man on earth by going 406.6 mph. Revell released a complex kit of Thompson's machine in 1962 that brought a new level of detail to model cars.

Manuel Gonzalez' "Californian" ran as good as it looked. Monogram's "Forty Niner Dragster" was based on this car. Manuel, brother of tennis star Pancho Gonzalez, was from Wilmington and you may recognize the Banning House in the background.



This is Jack Chrisman driving Joe Mailliard's *Sidewinder* rear engine chain drive dragster (1959). Mailliard's Automotive Engineering was located in Long Beach.

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Lions Drag Strip Pt 1

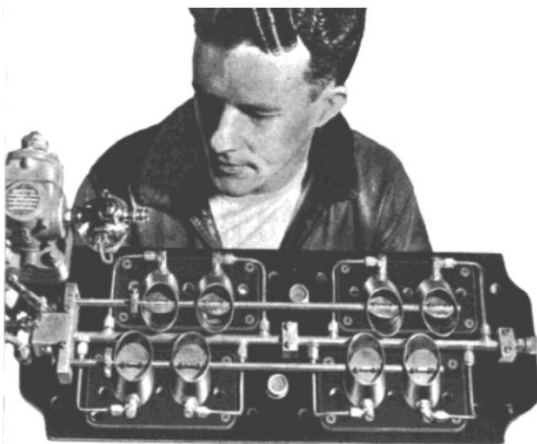


Joe Reath (left) worked at Douglas aircraft in Long Beach after WWII and built racing engines on the side. The Detroit Diesel (GMC) 6-71 supercharger on top of the engine and Gilmer belt drive had become the conventional set up by 1960.



By 1957 Reath had grown his side-business to the point he was able open his own shop. Reath Automotive was the "go-to" place for parts and machine shop services for many hot rodders.

"Blown" and "injected" are racer slang for supercharging and fuel injection. An engine's power is determined by how much air/fuel mixture can be run through it. Most street driven cars used a carburetor to mix the air and fuel which relied on atmospheric pressure to fill the cylinder on the intake stroke. Aircraft engines and some pre-WWII racing cars used supercharging and fuel injection to force the air fuel mixture into the cylinder. But fuel injection and supercharging were too complex and expensive for hot rodders, so they relied on multiple carburetors such as the 6-carb set-up on the Cook & Bedwell dragster. Stu Hilborn had raced on the dry lakes and served as a B-24 mechanic during WWII. He conceived of a simple, relatively inexpensive, constant flow mechanical fuel injection system that he began to manufacture after his discharge from the army. By the late '50s, all the cars in the top classes were using Hilborn injection. Hilborn and his fuel injection system (1948)



Young designer holds a fuel-injection system that replaces usual carburetor. Fuel metering changes automatically as butterfly valves open and close

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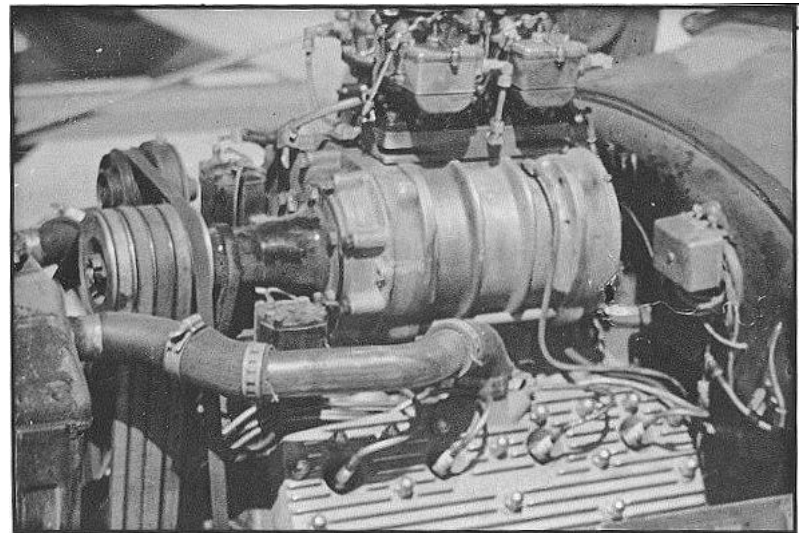
Lions Drag Strip Pt 1



Detroit Diesel (Division of GMC) introduced the "71 Series" of diesel engines in 1938; "71" indicated the size of a single cylinder, 71 cu. in. The engines came in 1, 2, 3, 4 and 6 cylinder configurations and were supercharged. These were mass produced superchargers that hot rodders could afford. The 4 cyl. (4-71) blower became popular for the street and the 6 cyl. (6-71) for racing.

6-71 Detroit Diesel engine. Note the supercharger bolted to the side of the block.

Barney Navarro was the first to adapt a 71-series blower to a car (1948); He used V-belts (fan belts) and pulleys to drive a 3-71 blower. The V-belts were prone to slippage and failure due to overheating.



CRAGAR

SUPERCHARGER ADAPTER KITS

To Adapt GMC Supercharger
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The GMC Roots-type positive displacement blower provides a boost of manifold pressure to 29 in. Hg. This means a net gain of 40% horsepower increase for the average installation and considerably more for the all out engine conversion. All CRAGAR blower parts are built to withstand rugged use which is why CRAGAR kits are preferred by top engine builders throughout the country.

Featured to the right is a Chrysler competition kit. All prices include: manifold, drive kit, gaskets and cover as shown.

STREET & DRAG GMC BLOWER KITS

STREET & DRAG GMC BLOWER KITS

ENGINE	YEAR	GMC BLOWER	KIT NO.	PRICE
CHRYSLER	51-56	4-71	447-171	293.00
CHEVROLET	53-60	3-71	337-3A	319.00
(348)	53-60	4-71	337-3B	339.00
(348)	58-60	4-71	337-3C	343.00
OLDSMOBILE	49-55	4-71	337-4A	337.00
CADILLAC	49-60	4-71	337-2	321.00
BUICK	52-56	4-71	337-1	306.00
FORD & MERC	55-60	3-71	647-5A	323.00
(273-292-313)		4-71	647-5B	323.00

NOTES: 1. Includes with right hand drive cars only.
2. The drive side of the blower is 1-2-3-4.
3. The drive side of the blower is 1-2-3-4.
4. Includes with left hand drive cars only.

COMPETITION GMC BLOWER KITS

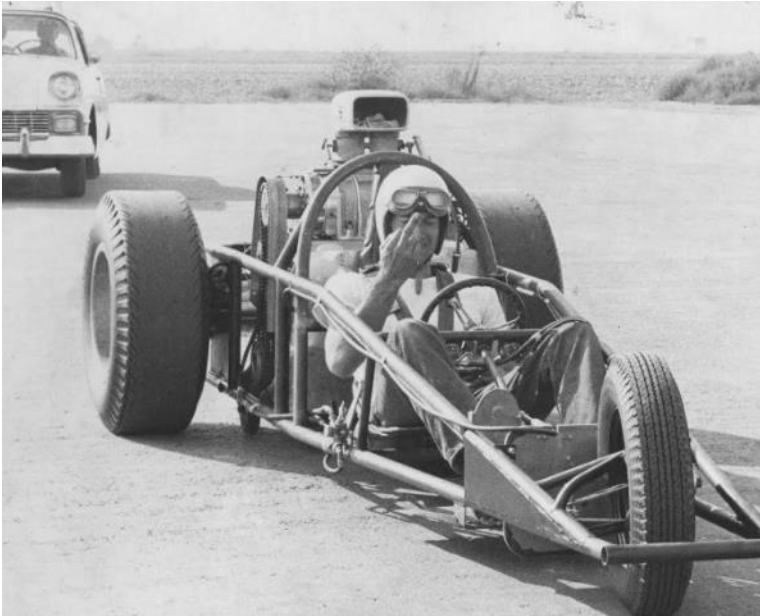
ENGINE	YEAR	GMC BLOWER	KIT NO.	PRICE
CHRYSLER	51-56	4-71	448-171	349.00
	51-56	6-71	448-172	360.00
CHEVROLET	53-60	3-71	338-3A	341.00
(282)	53-60	4-71	338-3B	341.00
	53-60	6-71	338-3C	346.00
(348)	58-60	4-71	338-3D	346.00
OLDSMOBILE	49-55	4-71	339-4A	349.00
	49-55	6-71	339-4B	351.00
PONTIAC	55-60	6-71	339-6	356.00

NOTES: 5. All models except 1956 and 1957 Chrysler.
6. 1957-58 Pontiac, engine will be included.
7. Drive side from rear window, 1-2-3-4.
8. Includes with left hand drive cars only.

By 1960, speed equipment manufacturers were offering reliable, well-engineered kits for the GMC blowers in both street and racing applications. Gilmer belts solved the slippage and overheating problems of V-belts. This is a Cragar ad from 1960.



Lions Drag Strip Pt 1



Jeff Jahns gives us a "rude greeting." His sideways mounted rear engine, 3-wheeler ran 8.25 sec and 182 mph (1960). Jahns was an Orange County businessman who later took up motorcycle racing.

Jeff Jahns' uncle Bill owned Jahns Enterprises (JE) and manufactured racing pistons in Santa Ana. JE Pistons are no longer owned by the Jahns family but are still in business in Orange County, now located in Cypress.



This is a war surplus McCulloch 72 hp, 100 cu. in (1639 cc.). target drone engine. With a motorcycle gearbox and chain drive, it reminds me of the early Coopers. I remember someone replacing the 500cc, 13 hp engine in a Fiat Nuova 500 with one of these but couldn't find a photo of it.

Lions Drag Strip Pt 1



Doug Church's "Modern Specialist" dragster ran a 130 hp, 4 cylinder '55 Porsche 1600 engine enlarged to 2,000 cc (122 cu. in.); it could turn 11.36 sec. and 118 mph. Those are Schwinn bicycle wheels on the front axle! Modern Specialist, a German car specialist shop in Long Beach, is still in business however the dragster is owned by a collector in Belgium.

<https://blog.bbt4vw.com/2011/07/19/empi-dragster-display/>

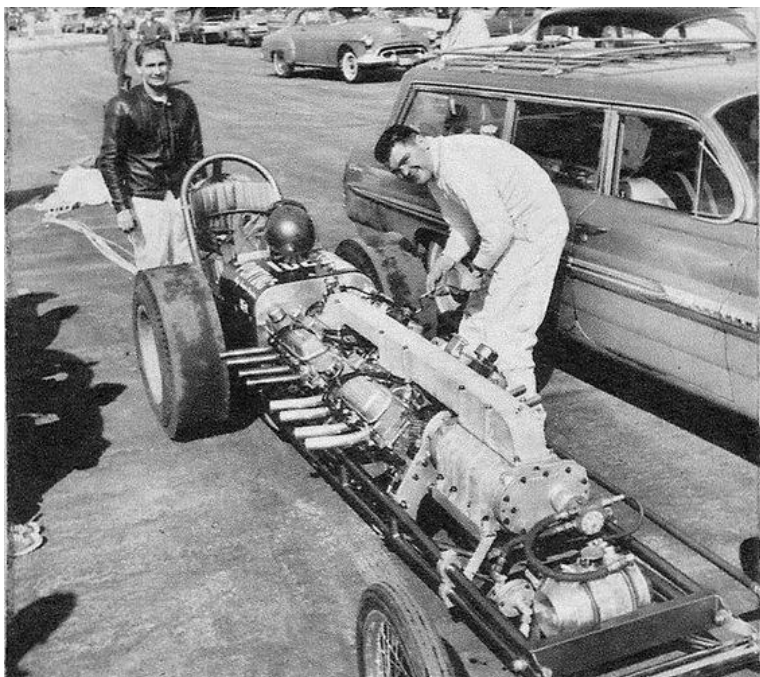
In the 1950's, racers in the dragster and altered classes ran alcohol fuel and had begun to lace it with nitromethane for even more power. Running "nitro" drastically shortened engine life which drove up the cost of racing. In response to some racers' complaints about the rising cost of racing and drag strip owners concerns that cars were getting too fast to be safe, the NHRA banned the use of nitromethane "fuel." From '59 to '63, all racers at NHRA sanctioned drag strips were required to run on gasoline and "gas" dragsters frequently ran two engines to compensate for the



power loss. Since Lions was AHRA sanctioned, the NHRA "fuel ban" did not apply. Lions ran both gas and fuel (nitro) classes and attracted some of the fastest cars in the country.

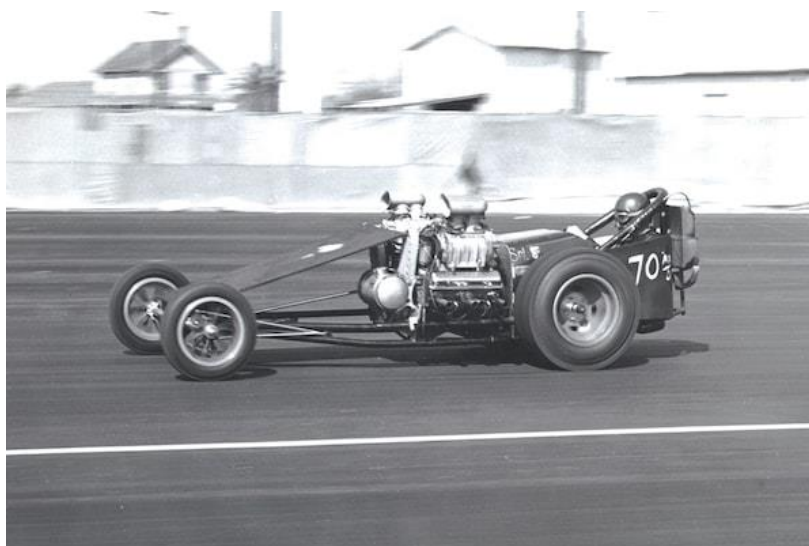
A virtual "who's who" of rail dragsters pose in the pits at Lions in this 1960 photo. From left to right: Albertson Olds, Joe Tucci's Lyndwood Welding Chrysler, Mundersbach/Herbert Cams twin Chevys, John Kranenburg's "Guzzler," the Jones/Chrisman "Magwinder," Howard Cams "Twin Bear," and Hayden Proffitt's "Miss Tuned" blown Chevy.

Lions Drag Strip Pt 1



Jack Chrisman was a popular driver. Here he is in the Howard Cams "Twin Bear." Note the angled sheet of plywood in front of the engine acting as a wing to keep the front end on the ground. Backyard engineering at its finest!

Mickey Thompson's twin-Pontiac dragster was driven by Jack Chrisman. A single front mounted supercharger provided boost to both engines through ducting across the top of the engines.



Peters & Frank "Freight Train" twin-Chevy gas dragster from Santa Monica was hard to beat during the "fuel ban" of the early '60s.

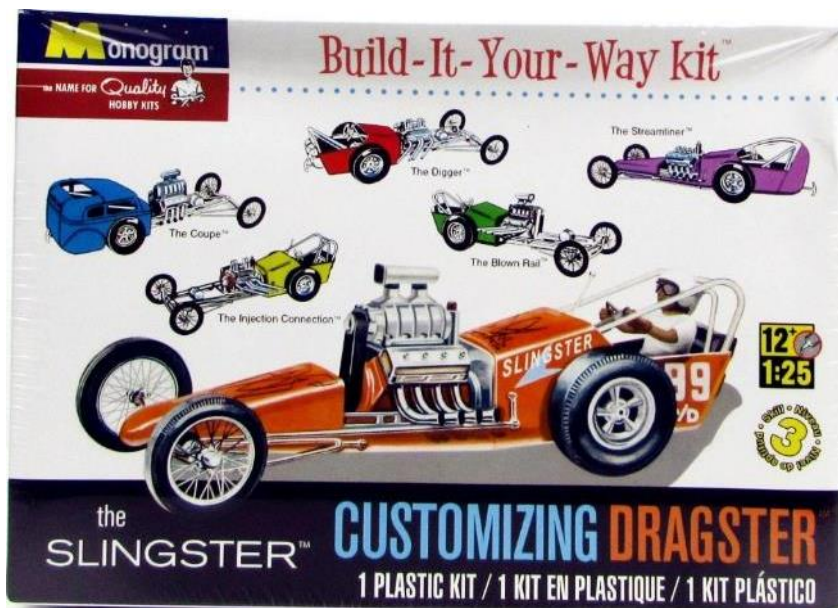
Chet Herbert's twin-Chevy driven by "Lefty" Mudersbach was almost unbeatable at Lions in 1960-61.



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Lions Drag Strip Pt 1



The Monogram Slingster is a fairly basic kit but the "dog sled-style" chassis is a good foundation for building a variety of late 50's-style "rail" dragsters.

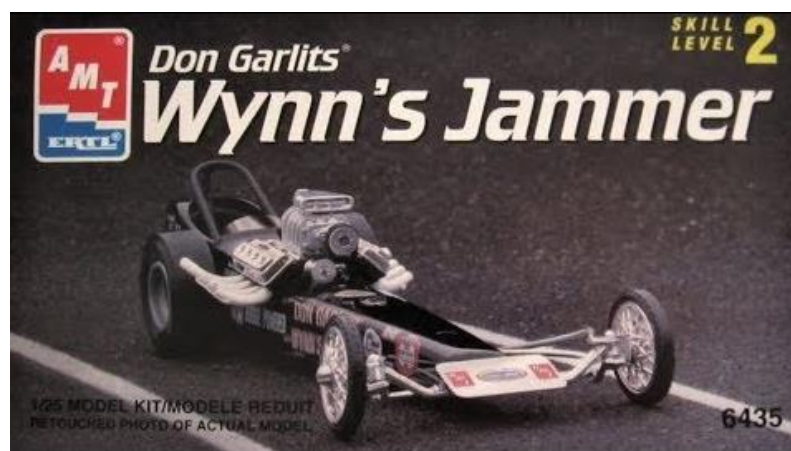


Slingshot dragsters "light 'em up!" Looks like "TV" Tommy Ivo in the red car.



The "Purple Gang" (Rossi, Rapp, and Maldonado) dragster was driven by Gary Gabelich (1966). Gabelich was nicknamed "the Plume" because his helmet was decorated with purple feathers to match the car!

The AMT Don Garlits Wynn's Jammer is a good representation of a mid to late 60s dragster with full bodywork.





Lions Drag Strip Pt 1



Don Garlits' crash at Lions (1970) marked the beginning of end for the front engine "slingshot" dragster. The centrifugal force generated at high RPM caused the flywheel to literally explode, which cut the car in two and took off part of Garlits' foot.

See a video of Garlits' crash here:

<https://www.youtube.com/watch?v=J1a8ZQxq8EE>

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WWII surplus aircraft engines brand new, never run, still in their original shipping crates were relatively inexpensive and a few racers experimented with them. 1400 hp for \$350, such a deal!



"If she had a set of wings man, I know she could fly." Jim Lytle's "Big Al" ran a 1,710 cubic inch Allison V-12 in a steel-body '34 Ford. Jim drove from the back seat and went 147 mph in 10.56 sec. I can still remember how much my ears hurt when the light turned green and this flame-belching machine took off!



Lions Drag Strip Pt 1

Lytle rebuilt the car with an additional top chop that left the driver's head poking out of the roof and created the "flopper" body style when he used the original steel body as the pattern for a one-piece fiberglass replica. Lytle eventually sold the car to Ray Alley in Garden Grove, who ran it as the "P-51" under his Engine Masters logo. The car is now in the Don Garlits Museum of Drag Racing.



NHRA banned aircraft engines in 1961 due to safety concerns. But Lions was AHRA certified and still allowed them, like the *Valkyrie* jet dragster with an engine out of an F-86 Sabre. Due to the jet blast, everyone had to evacuate the pits area before the *Valkyrie* could be fired up. I remember everything in the pits that was loose being blown up into the air in a large swirling dust cloud!



In this 1964 match race, jet-powered *Valkyrie* driven by Gary Gabelich, beat the popular Greer, Black, Prudhomme dragster (Gabelich went 6.73 sec/228.45 mph vs Prudhomme 7.77 sec/191 mph).

Gabelich was a daredevil from Bixby Knolls (Long Beach). At 16 he took his dad's new Pontiac to the drag strip and won "stock eliminator." While still in high school, he drove demolition derby at Ascot in Gardena and drove a jet car at Bonneville when he was 19. He later raced top fuel dragsters, funny cars, motorcycles and boats. He worked at North American/Rockwell in

Downey jumping out of airplanes at 30,000 feet and being spun in the centrifuge "vomit comet" testing gear for astronaut Wally Schirra (they were the same size). Gabelich said if he survived the testing then it was OK for Schirra! In 1970, driving the *Blue Flame* rocket car, Gabelich set a land speed record of 630 mph.



Lions Drag Strip Pt 1

Industrial designer Tom Daniels, best known for his auto designs for Hot Wheels and the model car kits he created for Monogram, was partners with Gabelich in an attempt to set a supersonic land speed record with the "American Way" rocket car. The project was aborted in 1984 when Gabelich was killed in a motorcycle accident on a street in San Pedro. Check out Daniels' website for more info on Gabelich and Daniels, Daniels' art and current projects. Very interesting stuff for modelers.

http://www.tomdaniel.com/td_career/td_articles/rocketman_design/rocketman_home.html

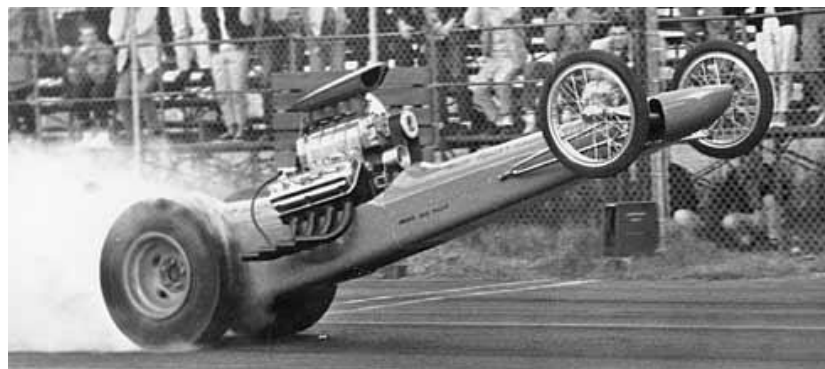
Oldsmobile powered Adams/McEwen "Shark" driven by Tom McEwen.



Tom McEwen was another Bixby Knolls' boy and a crowd favorite who raced in many different cars and classes over the years. He later billed himself as "the Mongoose" for his famous series of Mattel Hot Wheels sponsored match races against "the Snake" Don Prudhomme. McEwen recently passed away, here's a short article from the Long Beach newspaper that recounts some escapades of "Goose" on the streets of Long Beach:

<https://www.presstelegram.com/2018/06/22/rich-archbold-column-the-mongoose-got-his-start-drag-racing-on-long-beach-streets/>

My favorite dragster was the Greer-Black-Prudhomme car of 1962-64. I still have the model of this car that I built in '62.



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Lions Drag Strip Pt 1



Don Prudhomme autographed my old model and some memorabilia at the Bixby Knolls car show in 2012. Tom McEwen, on right, is obviously bored by my hero worship!



Greer, Black, Prudhomme memorabilia. Damaged casting is front cover from blower on the car, discarded when engine blew at Lions. I wrote about this in the July, 2012 IPMS OC Newsletter.

I became interested in cars in Jr Hi. The school had an annual Arts & Crafts exhibit to showcase what students had made in Industrial Arts and Home Economics classes. A model contest was part of the show and most of the entries were plastic cars and balsa flying model airplanes. At first I liked custom cars like I saw in magazines and built "3 in 1" kits; those kits had lots of optional parts to build a stock, custom or racing version of the car. The instructions in those old kits called out the parts by name, so I learned a lot about the parts of a real car and how they were put together by building models.



In 7th grade I liked custom cars with fins and lots of chrome.

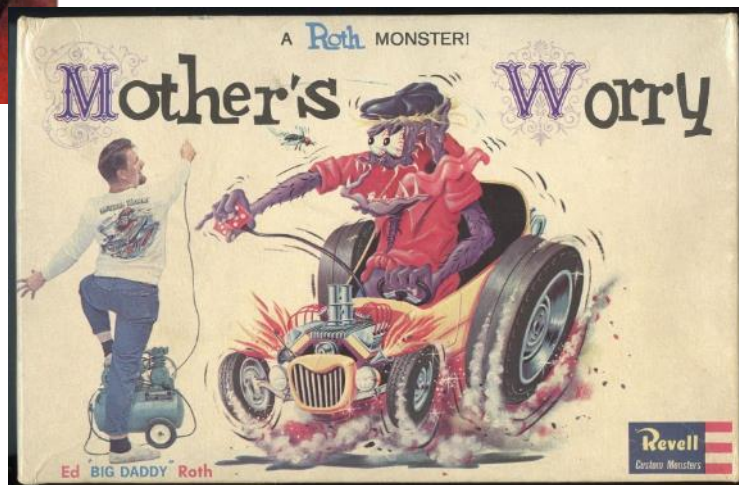
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Lions Drag Strip Pt 1



I also loved the "way-out" cartoons and creations of Ed Roth, shown here with the *Beatnik Bandit*. I went to a car show at the Long Beach Arena to see this car and bought one of Roth's "Weirdo" monster shirts. By the way, *Beatnik Bandit* was painted by Larry Watson.

Pick a design and Roth would airbrush a custom T-shirt for you on the spot! Roth was an amazingly quick airbrush artist. I chose "Mother's Worry." Revell later released the character as a Roth Monster kit.

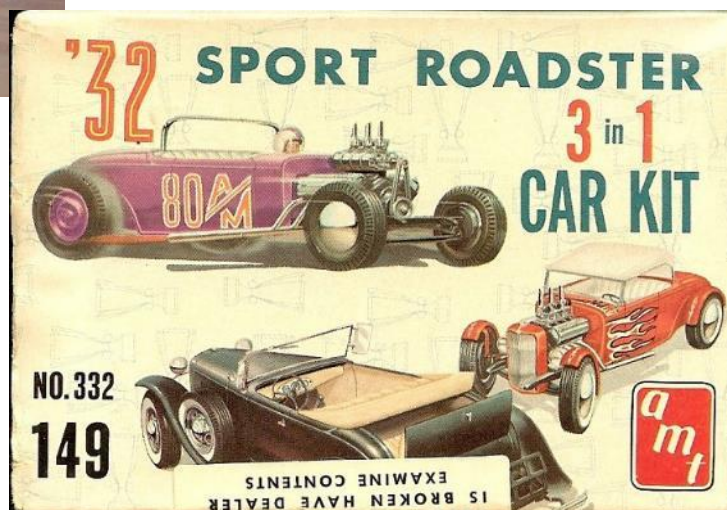


I built the Monogram "Black Widow" which was similar to my favorite car, *Kookie's Kar* from the TV show "77 Sunset Strip."



I loved all the extra parts that came in the AMT 3 in 1 kits. I guess this is where I got hooked on kit-bashing.

But my interest in cars shifted to race cars once I started going to Lions. Monogram offered some dragster models based on cars we actually saw at the strip.





Lions Drag Strip Pt 1

The kits were pretty basic and toy-like but, if you wanted to build a dragster, they were the only game in town until AMT released the "Double Dragster" kit in 1960. The AMT kit had build options for 8 different dragsters plus an altered coupe. No matter which version you built, there would be a variety of leftover optional parts which could be used on other projects. It was a kit-basher's dream come true!



The Monogram "Long John" Streamlined Dragster (which has been re-issued by Galaxie) was based on Calvin Rice's 1955 NHRA national championship car)

Monogram's "Slingshot Dragster" (1959) was based on the Cook & Bedwell Dragster.



The Calvin Rice ("Long John") and the Cook & Bedwell ("Slingshot Dragster") cars are on display at the NHRA Museum in Pomona.

January 2019

Lions Drag Strip Pt 1



Manuel Gonzalez' "Californian" was released as "The Forty Niner Dragster" by Monogram (1961)

Double Dragster kit by AMT was a great leap forward for dragster modelers)

To be continued. Next month: I go racing at Lions
FR





Tanks Again European Military Tour 2019

By Pascal Zandt

What makes our tours unique 2?

So, I mentioned in the last installment 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**

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News from the deep frozen North

Rocket Man Greg Kelly from Minnesota checks in with progress on his approximately 1/100 scale Saturn V rocket scratch built with toothpicks, stir stick wood and whatever is around at the house. As Greg states below:

Getting the USA emblems in place. They are carved from side by side toothpicks. As no paint allowed on a toothpick model. I did put black and white checker on underside of one bulkhead under 3rd stage. Couldn't resist. Picked it up at local diner. Dana is my inspector. She has me remove any toothpicks that were from a knot! Embarrassing to say we are having a high of 40ish tomorrow! T-shirt weather here in Minnesota!





SPINDIZZIES AND TETHER CARS

Greg Kelly sends in great link about scratch built gas powered racing cars on wooden oval circuits and on tether lines in 1950's to '60's. In Tustin where I live, Greg reminded me about the tether line drag racing setup behind a local shopping center Larwin Square. You could "Run what ya brung." Back then **COX Racing** was a popular brand. Remember the .049? Definitely check this out for some old time nostalgia gas powered cars.

<http://theoldmotor.com/?p=128796>



Spitfires in the Pacific

By Julian English

The Supermarine Spitfire is one of the most well-known fighters of WWII. Its fame was created during the battle of Britain protecting England from German air raids. Most people are aware of the Spitfire's service in Europe, Malta, and North Africa, however, less is known about their use against the Japanese in the Pacific and South East Asia.



After Pearl Harbor, Japan's rapid advance across the Pacific meant that it controlled all of Indonesia, Timor, and most of New Guinea. In 1942 the Japanese Army was marching across the Owen Stanley Range to take the important base of Port Moresby in New Guinea and the Japanese Navy was island hopping toward New Caledonia with the goal of cutting off Australia from the United States.



Spitfires in the Pacific

The air defense of Australia became a big problem especially against the Japanese bombing campaign against Darwin, New Guinea, and other Northern Australian areas. No aircraft in the RAAF (Royal Australian Air Force) or US service was effective at meeting the Japanese bombers at high altitude (above 20,000 ft), so the Australian government requested Spitfires from Great Britain to meet the attacks.



Spitfire Mk Vc's were received in late 1942 and were used to defend Darwin and New Guinea. The Mark Vc aircraft were not really suited for high altitude interception (slow rate of climb and poor performance above 20,000 ft), so Spitfire Mk VIII's were made available in late 1943 for this purpose (the Mark VIII had a Merlin 61 engine with a four bladed prop and a two-stage supercharger for high altitude performance). The RAAF Spitfires mostly faced the A6M Zero as fighter opposition and had problems dogfighting against the agile fighter. The RAAF pilots trained in the British system of dogfighting had to learn to make diving attacks and avoid turning dogfights with the nimble Japanese fighters. RAAF spitfires were used until the end of the war against Japanese forces in the Australian and US campaign up the New Guinea Northern coast and on to operations in Morotai and Borneo. Later in the war most missions were ground attacks and the spitfires were modified to carry bombs.

Japanese Mitsubishi G4M1 Betty bombers on a raid over Darwin in June 1943 taken from a RAAF Spitfire gun camera



AUSTRALIAN WAR MEMORIAL

PO2822 001



Spitfires in the Pacific



RAAF Spitfire Mark VIII

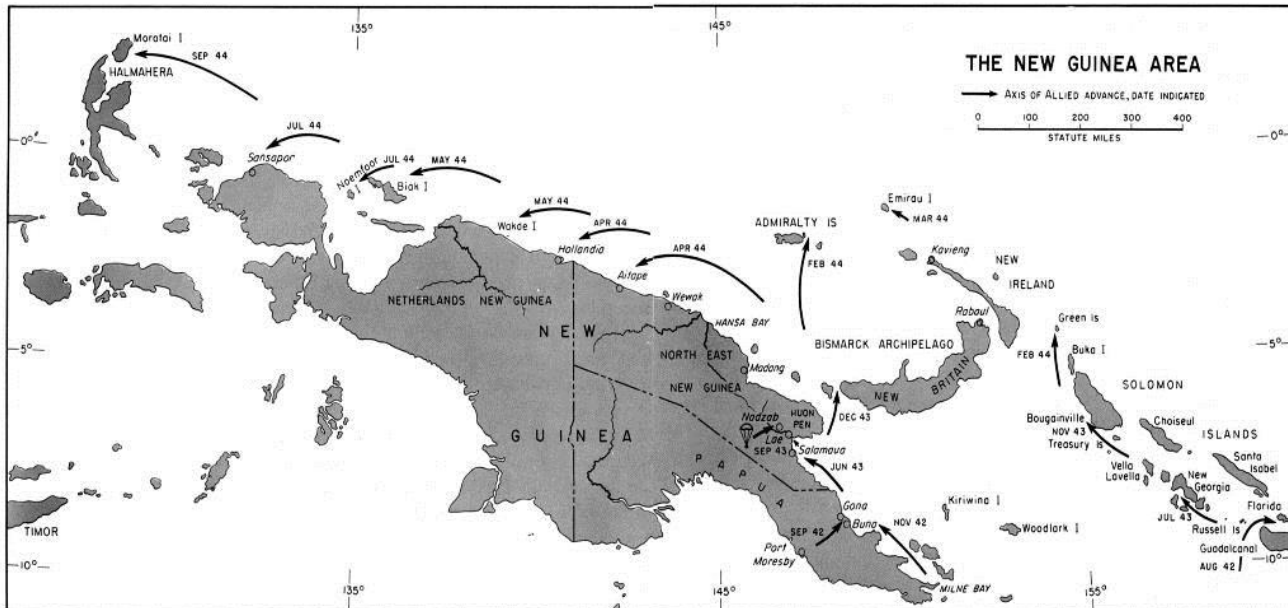


Clive Caldwell (Australia's leading ace) – next to his Spitfire of RAAF No.452 Squadron in New Guinea, displaying his victories over German, Italian, and Japanese aircraft (Caldwell's German and Italian victories were made in North Africa flying P-40's before transferring to the Pacific)

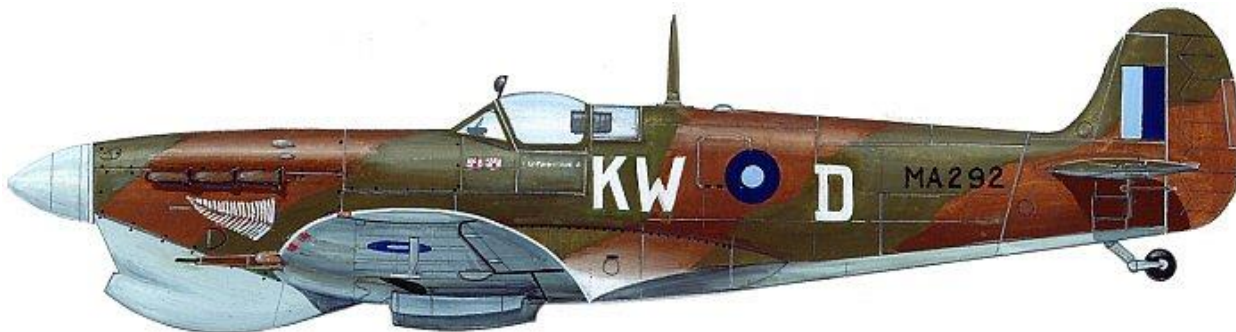


Spitfires in the Pacific

Although the Spitfire was not really suited for operations in the Pacific due to its short range, delicate landing gear, engine cooling problems, and maintenance and repair logistics (parts coming from Great Britain), over 600 Spitfires were used by the RAAF and they shot down many Japanese aircraft and contributed a great deal to the war effort in the South West Pacific area.



Spitfire's were also used in the India - Burma theatre by the RAF and RAAF squadrons starting in 1943 until the end of the war using mostly Mark V's and Mark VIII's.



RAF Spitfire Mk Vc based in India

For more information about Pacific Spitfire's – check these sites:

https://en.wikipedia.org/wiki/Supermarine_Spitfire_operational_history

<http://www.adf-serials.com.au/2a58.htm>

<https://acesflyinghigh.wordpress.com/2014/03/30/a-brief-history-of-the-royal-australian-air-force-world-war-two-1939-to-1945/>

<http://camriley.com/spitfires/>

January 2019



LIVING HISTORY DAY

PLANES OF FAME, CHINO P-51 VOODOO

Photo Report by Bob Penikas



All seats filled at 10:00AM.



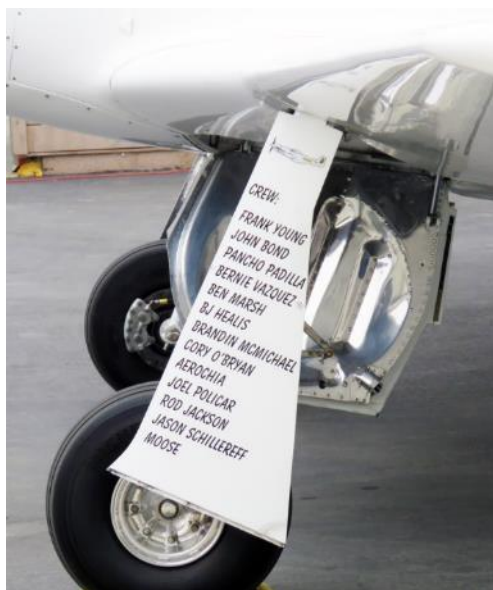
A hangar full of chairs await those aviation enthusiasts willing to brave the cold, overcast day, and forecasted rain on January 5, 2019 at Chino Airport.



Ground crew attaches Voodoo's engine cowlings.



PLANES OF FAME, CHINO P-51 VOODOO



Voodoo is displayed for attendees to take close up photos.

Fuel is added and VooDoo is moved to start up area.



Steven Hinton Climbs into cockpit and he pulls on his helmet.



Fly over



PLANES OF FAME, CHINO P-51 VOODOO

Steven Hinton's presentation:

He elaborated specifying a comprehensive, and thorough presentation with photos and videos. Noting vital changes to engines, components, wing shape and wing attachment to fuselage, enhanced propeller, engine, wing, performance and the difficulties experienced.

Moderator Kevin Thompson gave an overview of Air Race history and the crusade for speed.

Engine startup was at noon. Several passes were made but the hangars blocked out and allowed only so much sky for photographers to capture the fly overs. *MAN! What a sound that engine made! N E A T!*

BP

January 2019



Club Meeting Candid Photos

By Bob Penikas

Commentary by



Aye there more of this paper art form depicting blockheads. Has anyone checked on the non-smoking ordnance at the meeting? Hate to see these little guys go up. Whomp.

Awe good now. Another place to sleep it off. Keep them doors open Chief.



January 2019

Club Meeting Candid Photos



Hey looky there! Ken Pick examines the latest stealth technology on the tables. I am impressed as well my friend. Now where's my bottle we can share?



Distressed kit night no doubt mate. Sheez looks like a lot o these buggars got the water heater treatment. Maybe more than once eh? Find the nearest trash can and put these things outta their misery. I don't care what Keith Mundt thinks he can do with it.



Help me St. Christopher! Glad I'm not on that lead ship. Good luck there mates, looks like a long way down.



Club Meeting Candid Photos



Crickey, aw c'mon now, I asked for the 427 crate motor and they give me some Panzerschlatt grupernfaus engine instead. Geeeez.



I'm a man of few words mate. On this one, I only have one thing to say.

<https://www.youtube.com/watch?v=siwpm14IE7E>



January 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





## 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

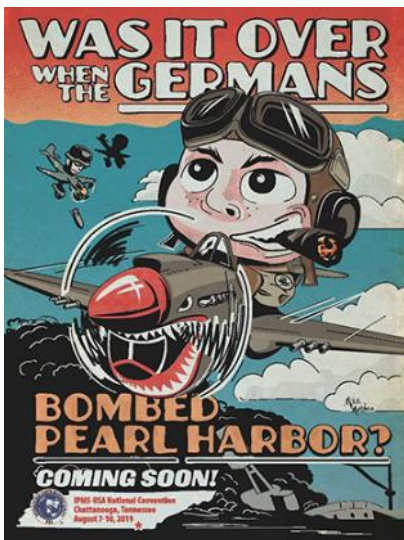
### 2019 IPMS National Convention

### 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 January 19, 2019

Brookhurst Hobbies presents

Sprue-Fest 2019

12188 Brookhurst Street

Garden Grove, CA 92840

9:00 am to 4:00 pm

**ENTRY FORMS IN FLYERS**

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

### Sunday January 20, 2019

Brewer Brothers Model Kit, Hobby and Toy Expo

Old World Village

German Hall & Restaurant

7561 Center Avenue #49

Huntington Beach, CA 92647

[www.brewer-brothers.com](http://www.brewer-brothers.com)

### Sunday February 10, 2019

For The Love of Airfix Model Contest

Military Hobbies

830 E. Lincoln Avenue

Orange, CA 92865

Registration: 12:00 Noon to 2:30 pm

Awards at 4:00 pm

Free to enter!

### Sunday March 3, 2019

Pasadena Modelers Society presents

ValleyCon 2019

Pasadena Convention Center

300 East Green Street

Pasadena, CA 91101

9:00 am to 4:00 pm

**ENTRY FORM IN FLYERS**



## January 2019



## Upcoming Events

### **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



**2019**

**Sprue Fest**

**HITTING THE BEACH!**

**MODEL CONTEST!**

**SATURDAY JANUARY 19, 2019 • 9AM TO 4PM**

**[WWW.SPRUEFEST.COM](http://WWW.SPRUEFEST.COM)**



**CONTESTANT ADMISSION:**  
Adults \$10 for 3 entries (\$1 for each additional)  
Juniors, Free!

**Free Admission!**

## THIS YEARS CONTEST THEME: HITTING THE BEACH!

# MODEL CONTEST

## Saturday January 19, 2019

**FROM 9AM TO 4PM**

Entries close at 11:30AM

### LOCATION

**BROOKHURST HOBBIES**

12888 Brookhurst Street • Garden Grove, CA 92640  
(714)636-3580 • info@brookhursthobbies.com

Large Raffle • Best of Show • Sponsor Awards  
Best of Aircraft • Best of Automotive • Best of Armor  
Awards for 1st, 2nd, and 3rd Place for all Categories.

WITH SUPPORT FROM THE FOLLOWING SPONSORS:



## CONTEST CATEGORIES

### AIRCRAFT

- A0 BEST OF AIRCRAFT  
SPONSOR: CREATIVE PULL
- A1 1/72 PROP AIRCRAFT  
SPONSOR: MISSION MODELS
- A2 1/72 JET AIRCRAFT  
SPONSOR: MISSION MODELS
- A3 1/48 PROP AIRCRAFT  
SPONSOR: TAMIYA
- A4 1/48 JET AIRCRAFT  
SPONSOR: TAMIYA
- A5 1/32 AIRCRAFT  
SPONSOR: ZOUKEI-MURA
- A6 ROTARY WING  
SPONSOR: MISSION MODELS
- A7 OUT OF THE BOX (ALL SCALES & TYPES)  
SPONSOR: MISSION MODELS

### AUTOMOTIVE

- C0 BEST OF AUTOMOTIVE  
SPONSOR: FRYE SIGN CO.
- C1 FACTORY STOCK  
SPONSOR: TAMIYA
- C2 CUSTOM  
SPONSOR: GREX
- C3 COMPETITION  
SPONSOR: BROOKHURST HOBBIES
- C4 OUT OF THE BOX (ALL SCALES & TYPES)  
SPONSOR: GREX

### DIORAMAS

- D1 VIGNETTE (4 FIGURES OR LESS, 1 VEHICLE)  
SPONSOR: MERIT-INTL

### DIORAMAS

SPONSOR: MERIT-INTL

### ARMOR

- B0 BEST OF ARMOR  
SPONSOR: SOCAL AMPS
- B1 1/72 ARMOR  
SPONSOR: SOCAL AMPS
- B2 1/48 ARMOR  
SPONSOR: SOCAL AMPS
- B3 1/35 PRE '46 • ALLIED  
SPONSOR: SOCAL AMPS
- B4 1/35 PRE '46 • AXIS  
SPONSOR: SOCAL AMPS
- B5 1/35 POST WWII  
SPONSOR: TAMIYA
- B6 1/35 WHEELED • SEMI-TRACKED  
SPONSOR: SOCAL AMPS
- B7 OUT OF THE BOX (ALL SCALES & TYPES)  
SPONSOR: SOCAL AMPS

### SHIPS

- S1 1/700 & SMALLER  
SPONSOR: TOMS MODELWORKS
- S2 1/350 & LARGER  
SPONSOR: TOMS MODELWORKS
- S3 SUBMARINES (ALL SCALES)  
SPONSOR: TOMS MODELWORKS

### GAMING MINIATURES

- G1 HISTORIC  
SPONSOR: WARLORD GAMES
- G2 SCI-FI & FANTASY  
SPONSOR: PETER PIG
- G3 15MM TEAM YANKEE (BATTLEFRONT)  
SPONSOR: BATTLEFRONT
- G4 15MM FLAMES OF WAR (BATTLEFRONT)  
SPONSOR: BATTLEFRONT

### FIGURES

- F1 54MM & SMALLER  
SPONSOR: GAMES WORKSHOP
- F2 54MM & LARGER  
SPONSOR: GREX

### SCI-FI & FANTASY

- X1 FANTASY & SCI-FI VEHICLES  
SPONSOR: PEGASUS HOBBIES
- X2 REAL SPACE  
SPONSOR: GREX
- X3 FANTASY & SCI-FI FIGURES  
SPONSOR: GAMES WORKSHOP
- X4 MECH  
SPONSOR: TOTH BROTHERS

### GUNDAMS

- IOFFICIAL BANDAI PRODUCT ONLYI
- M1 LARGE SCALE (1/100, 1/48, 1/60)  
SPONSOR: BLUEFIN CORP
- M2 SMALL SCALE (1/144, SD)  
SPONSOR: BLUEFIN CORP
- M3 DIORAMA (ALL SCALES)  
SPONSOR: BLUEFIN CORP

### JUNIORS

- J1 OPEN TO AGES 12 AND UNDER  
SPONSOR: TAMIYA

### GROUP/CLUB

- Z1 GROUP BUILD OR COLLECTIONS  
SPONSOR: BROOKHURST HOBBIES

### MISCELLANEOUS

- Y1 MISCELLANEOUS  
SPONSOR: BROOKHURST HOBBIES

### TAMIYA MINI 4WD

- T1 MINI4WD CAR  
SPONSOR: TAMIYA

ALL ENTRIES MUST BE BUILT AND PAINTED BY CONTESTANT. NO SWEEPS. CATEGORIES SUBJECT TO CHANGE OR SPLITS.

PLEASE VISIT WWW.SPRUEFEST.COM FOR THE MOST UP TO DATE RULES. ALL MODELS WELCOME EXCEPT PREVIOUS SPRUEFEST WINNERS.

**FOR MORE INFORMATION CONTACT BROOKHURST HOBBIES AT (714)636-3580**

**EMAIL AT INFO@BROOKHURSTHOBBIES.COM • WWW.SPRUEFEST.COM • VISIT US ON FACEBOOK**



# IPMS ORANGE COUNTY Newsletter

## January 2019

☐

CONTESTANT  
ENTERED AT CHECK-IN

☐

MODEL ENTRY

SUBJECT: \_\_\_\_\_


CATEGORY: \_\_\_\_\_

SCALE: \_\_\_\_\_

MANUFACTURER: \_\_\_\_\_

ADDED DETAIL / COMMENTS:

[Leave blank do not fill in]

FOLD UNDER  PLEASE FILL COMPLETELY

CONTESTANT NAME: \_\_\_\_\_

EMAIL: \_\_\_\_\_

PHONE: \_\_\_\_\_

☐

CONTESTANT  
ENTERED AT CHECK-IN

☐

MODEL ENTRY


SUBJECT: \_\_\_\_\_

CATEGORY: \_\_\_\_\_

SCALE: \_\_\_\_\_

ADDED DETAIL / COMMENTS:

[Leave blank do not fill in]

FOLD UNDER  PLEASE FILL COMPLETELY

CONTESTANT NAME: \_\_\_\_\_

EMAIL: \_\_\_\_\_

PHONE: \_\_\_\_\_



# BREWER BROTHERS

Our 30<sup>th</sup> Show & Sale!

History, Heroes, & Hobbies

## MODEL KIT, HOBBY AND TOY EXPO

Future Show Dates

Sunday  
August 26, 2018

Sunday  
January 20, 2019

Sunday  
May 19, 2019

at the

**OLD WORLD VILLAGE**  
German Hall & Restaurant  
7561 Center Ave. #49  
Huntington Beach, CA 92647

60+ eight-foot vendor tables of  
rare/hard to find kits and more:

- |                        |                   |
|------------------------|-------------------|
| ✍ Military Aircraft    | ✍ Magazines       |
| ✍ Warships             | ✍ Reference Books |
| ✍ Automobiles          | ✍ Collectibles    |
| ✍ Miniatures           | ✍ Anime/Robots    |
| ✍ Tanks                | ✍ Militaria       |
| ✍ Armored Vehicles     | ✍ War Surplus     |
| ✍ 1/6 Military Figures | ✍ Trains          |
| ✍ Science Fiction      | ✍ Toy Soldiers    |
| ✍ War Movie DVDs       | ✍ Decals          |
| ✍ Model Supplies       |                   |



SEE REVERSE and **BREWER-BROTHERS.COM** FOR MORE SHOW DETAILS



# IPMS ORANGE COUNTY Newsletter

## January 2019



### Brewer Brothers' MODEL KIT, HOBBY AND TOY EXPO

Welcoming G.I. Joe and friends

Future Show Dates

Sunday  
August 26, 2018

Sunday  
January 20, 2019

Sunday  
May 19, 2019



#### BUYER INFORMATION

Show Hours: 9am-3pm  
General Admission: \$6  
(Children under 12 - Free!)  
Parking: Free

#### VENDOR INFORMATION

Tables are 8ft. long  
Table Cost: \$55  
Set Up Time: 7am-9am  
ATM and Restaurant on site

Location:  
Old World Village  
German Hall & Restaurant  
7561 Center Ave. #49  
Huntington Beach, CA 92647  
(714) 895-8020  
Event Coordinator Info:  
**Chris Brewer**  
**562-569-2509** (cell)  
**modelkitexpo@gmail.com**  
or  
**Pete Connolly**  
**818-249-0729** (home)  
**mbc\_pete@yahoo.com**  
or  
**Rich Haro**  
**951 204-3491**  
**rich.bgv@gmail.com**

**WEBSITE:**  
**[www.brewer-brothers.com](http://www.brewer-brothers.com)**



If you are interested in becoming a vendor, please contact one of the above.





**Military Hobbies**

**Presents**



*For the Love of Airfix*

*Sunday February 10, 2019*

**8 Categories:**

**Airplanes: 1/144 - 1/72 - 1/48 - 1/24**

**Armor and Military Vehicles: 1/76 & 1/72 - 1/48 - 1/32&1/35**

**Misc: Ships, Cars, Trains**

***PLUS!***

**SPECIAL AWARD!**

**Best Vintage Tool Airfix Build**

Any kit, in any category or scale, tooled before 2000 is eligible

**Door Prizes!**

Drawing open to all contest entrants

**Special Sale All Day Long!**

**No Entry Fee to Enter!**

Contest will be held at: Military Hobbies 830 E. Lincoln Ave Orange, Ca 92865.

Contest Registration will be from 12pm- 2:30pm, Awards Ceremony held at 4pm.

Due to space restrictions, entries are limited to two (2) models total per-entrant.

Entry is limited to only those kits produced by Airfix.

Aftermarket parts and/or decals are allowed.

Awards will be given to First, Second, and Third place.


Awards will consist of a Trophy and Gift Certificate Voucher.

Door prize tickets will be given one (1) per entrant. Must be present to win.

Judging will be done using IPMS/USA standards. All judging decisions will be final.



# VALLEY CON 2019



Presented by Pasadena Modelers Society

## MODEL CONTEST, VENDORS, RAFFLE & AWARDS

### Date:

March 3, 2019

### Location

Pasadena Convention Center  
300 East Green Street,  
Pasadena, CA 91101

### Time:

9am-4pm  
Registration starts at 9:00am  
and closes at 12:00pm

### Awards:

1st, 2nd and 3rd place for all categories, Best of Show, Best Paint, Best Theme, and Best of Division (Aircraft, Armor, Automobiles, Figures, Ships, and Sci-Fi)

Plus: The Masters Division (all scales, all types by the Masters of our Hobby)

### Admission:

\$10\* Contestant & Spectator  
\$7 Students (with ID) & Seniors  
\$5 Children 7-12  
**FREE** Children Under 7 with attending paid adult

\*Includes 10 MODEL ENTRIES for participants (with exception of those entering Collections), \$1.00 per additional model entry

### Parking:

Parking: as provided by Convention center or Street Parking we have no stake in it.

Membership in Pasadena Modelers Society, or any Club, not required for participation in contest. For vendor information, contact George Creed at [pasadenamodeler@aol.com](mailto:pasadenamodeler@aol.com)





## VALLEY CON 2019



Presented by Pasadena Modelers Society

## CONTEST CATEGORIES

Theme: 

### AIRCRAFT

1/72nd Scale Single Engine Prop  
1/72nd & 1/48th Scale Multi Engine Prop  
1/72nd Jets (single or multiple engine)  
1/48th Scale Single Engine Prop  
1/48th Scale Jets (single or multi engine)  
1/32nd Scale or Larger (all types)  
Bi-Planes (all scales)  
Rotary Wing (all scales)

### ARMOR

1/72nd Scale (all types)  
1/48th Scale (all types)  
1/35th Scale Tanks (WWI-WWII)  
1/35th Scale Tanks: Modern (after WWII)  
Artillery/Rockets (all scales, all eras)  
1/35th Scale Soft Skin

### AUTOMOTIVE

Hot Rods  
Low Riders  
Motorcycles (military & civilian)  
Competition Cars: Closed Wheels  
Competition Cars: Open Wheels  
Factory Stock  
Hollywood, Trucks & Misc.

### COLLECTIONS

(five or more closely related items)

### DIORAMA

Large Scale (vehicle and five figures)  
Vignette (vehicle and less than five figures)

### FIGURES

54mm & Smaller  
60mm & Larger

### JUNIOR

(all scales, all types, twelve years old or younger)

### SCIENCE FICTION

Star Wars  
Star Trek  
Real Space  
Creatures & Gundam & Robots & Figures  
All Other Sci Fi

### SHIPS

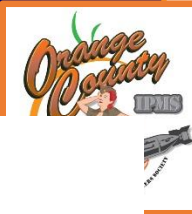
1/700th Scale & Smaller  
1/350th Scale & Larger  
1/144th and Larger  
Submarines (all scales)

### TRAINS

Dioramas or Modules (working and non-working, all scales)  
Static Display (all scales) Including Buildings/Structures

\*Categories subject to change or split





### VALLEY CON 2019

March 3, 2019

### Model Entry Form

Model Name: \_\_\_\_\_

Category: \_\_\_\_\_

Scale : \_\_\_\_\_

Out of the Box : \_\_\_\_ (Must have instructions)

Modified : \_\_\_\_\_

Modifications made :

---

---

*Fold here* \_\_\_\_\_

Your name:

---

Contact Email \_\_\_\_\_



**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!"***

**Dozens of Vendors  
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**

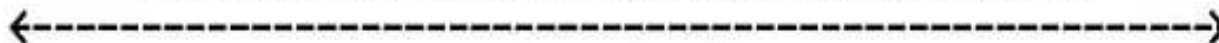
**222 W. HOUSTON AVE FULLERTON, CA 92832**

**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

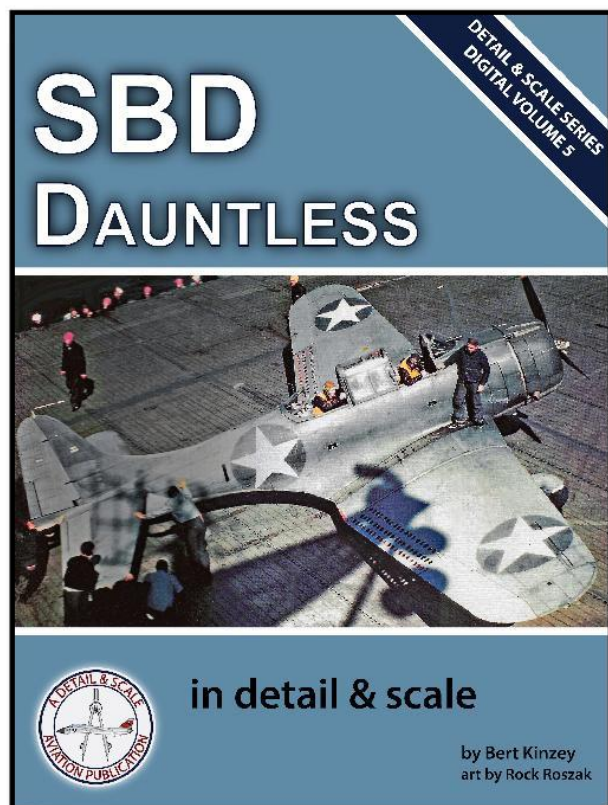
For more information Call Herb @ 714-774-7326, wait for beep leave message between 8 am. And 9 pm.

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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**We have all types of modelers  
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**Plenty of restaurants in the area if you want to take a  
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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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