

# SAM!

STATELINE AREA MODELERS

JUNE 2018



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*In this issue:*

How ***Clark Gable's ghost*** brought together IPMS members from Illinois, Tennessee and Georgia at the ghost town of Goodsprings, Nevada.

*SAM meets at 7:00 p.m.  
on the third Friday of  
each month at the  
Durand Methodist  
Church,  
102 East Main Street,  
Durand, Illinois.  
Enter at the east door.  
Come visit us!*



*Horsing Around Department*  
**River Burfield's Horses**



At only age 10 River is already on her modeling career! She brought in her two horses that she painted. The blue one is a work in progress and she will be putting stars on it and naming the horse *Starry Night!*

*Just Wingin' It Department*



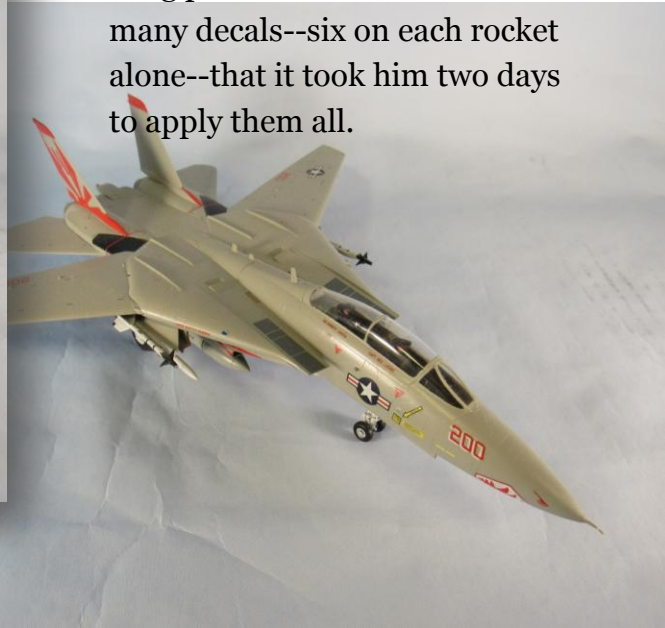
Bob Greenlee brought in his work in progress of a vacuum formed I-16 and Josh Burfield brought in his



work in progress, the 1/72nd Academy B-17, being finished with a base ModelMaster enamel Olive Drab with Acrylics for the green camouflage.



Art Giovannoni's 1/72 Hobby Boss F-14 (left and below). Art had to use a shim to correct the wing placement. There were so many decals--six on each rocket alone--that it took him two days to apply them all.



Clark Farrell's 1/42 Hobby Boss P-47D (right and below). Clark used decals from Scale Master and Vallejo aluminum paint. Captain Henry Bakken flew *Fat Cat*.



Larry Johnson's 1/48 airfix P-40B is a work in progress. Larry said it had sanding





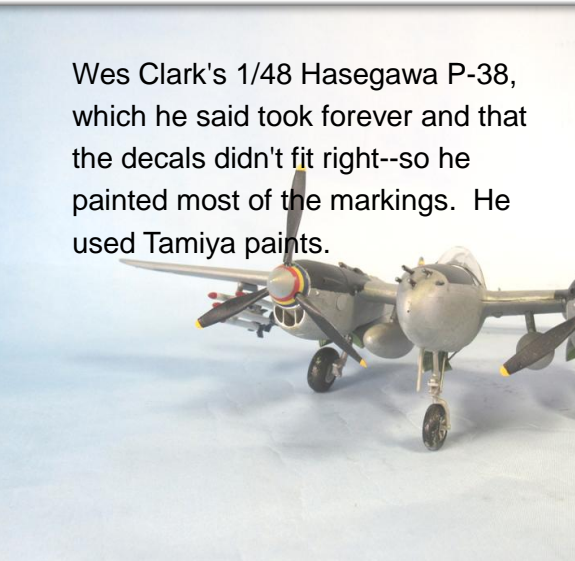
challenges. He soaked the decals to remove the glue and the used Future to adhere them in place and Micro Sol on top. He is modeling it after George Welch's plane that flew at Pearl Harbor. Larry made the seat belts to detail the cockpit.

At 9 years old Ash Burfield is already creating great models! At left is his P-47 and he's now building a Sherman tank.

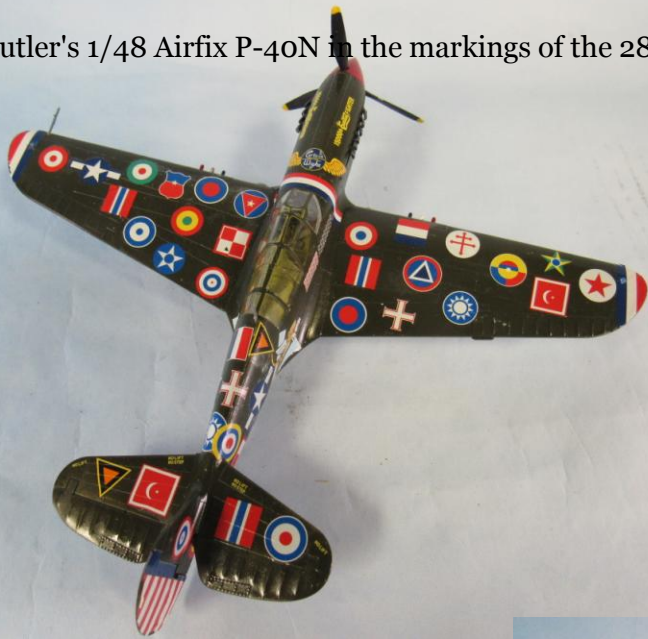
Lon Myers built the 1/48 Hasegawa Kyushu J7W Sinden and added figures and a scout car for a diorama.



Wes Clark's 1/48 Hasegawa P-38, which he said took forever and that the decals didn't fit right--so he painted most of the markings. He used Tamiya paints.



Neil Butler's 1/48 Airfix P-40N in the markings of the 28 air forces that flew this type of plane.



A P-40 not well known is the Curtiss Twin P-40 Prototype, of which this is the only known picture. This plane is a mystery and there is a lot of internet speculation. In Peter M. Bowers book *Curtiss Aircraft 1907-1947* he writes "Twin-engined P-40-In 1942, P-40C 41-13456 was modified to become the mock-up of an undesignated twin-engined fighter. Packard-Merlin engines and nose cowling from P-40Fs or Kittyhawk IIs were adapted to nacelles fitted to the top of the P-40C wing. No further information is available." The list

of Serial Numbers at <http://www.joebaugher.com> gives 41-13456 as being "condemned Feb 27, 1943."

## Woody You Know Department



Bob Greenlee reworked his brother's old build of the Monogram Woody, completely disassembling it and started from the beginning.

The Monogram kit is of a 1929 Ford. The one center left sold for \$44,000 in 2015 at the Barrett-Jackson Car Auction. It sold for \$695 in 1929.

"Lot #2078 - In the Dick Williams Collection (Grosse Point, MI) for 40 years before being sold in



2004, this 1929 Ford Model A station wagon is an excellent example of America's first mass-produced wood-bodied station wagon. Of the 1,715,000 1929 Model As built, only 4,954 carried Murray-built birch and maple bodies like this stunning, mostly original example. Thanks to having been stored in climate-controlled buildings for most of its life, it still wears its original paint, woodwork, fabric roof, interior upholstery and synthetic roll-down driver compartment partition with the original clear plastic window. This lovingly preserved Woody offers a rare glimpse into how these iconic cars actually appeared when delivered new to Ford dealers in 1929."



A site devoted to these cars is *Oldwoodies.com* with a section for *Weird Woodies* and left is just one!. "A fascinating 1946 Chevrolet motor home featured in the September 1989 issue of *Motorhome Magazine*. This vehicle was owner-built from a chassis over a period of several years soon after WWII. It attracted so much attention on the road that vacation travel was hampered by all of the people gawking and asking questions."

How ***Clark Gable's ghost*** brought together IPMS members from Illinois, Tennessee and Georgia at the ghost town of Goodsprings, Nevada.



My wife Verna and I were recently in Nevada where part of our fun is exploring the trails, ghost towns and mines. One trip was to the Spring Mountains just west of Goodsprings in Southwest Nevada. After exploring the Southwest for over 30 years we're careful--many ghost towns in the Spring Mountains are no more than the mine entrances left in the ground like the Great Pit of Carkoon from *Star Wars: Return of the Jedi*.

Along with the remains of towns and the occasional wild horse it is also the site of Mt. Potosi, 11 miles from Goodsprings.



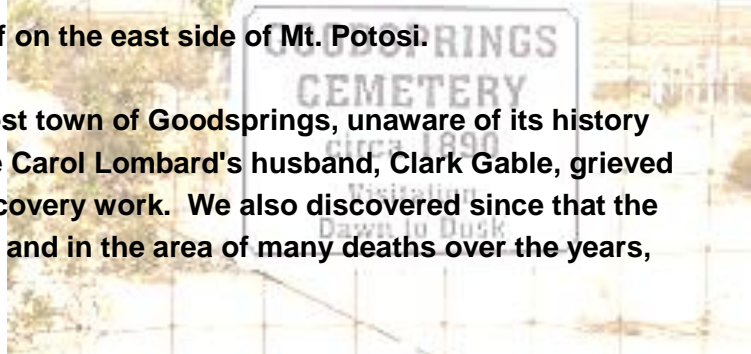
At 7:20 pm on January 16, 1942, TWA Flight 3 carrying movie star Carol Lombard on her War Bonds

tour, only 15 minutes from leaving Las Vegas Airport, crashed at almost 8,000 feet into the cliff on the east side of Mt. Potosi.



On the way to Spring Mountains we stopped in the ghost town of Goodsprings, unaware of its history and connection, but since learned it was the site where Carol Lombard's husband, Clark Gable, grieved in the town's saloon for three days during the crash recovery work. We also discovered since that the Saloon and General Store, built in 1913 was both a site and in the area of many deaths over the years, and now haunted.

Despite its history (or perhaps because of it) the only two establishments in Goodsprings were empty of customers except for another couple. Lynn Petty tells the story in the June 2018 IPMS Chattanooga's *The Plastic Whittler...*



# Southwest Desert Traveling / Modeling Doppelganger?

By Lynn Petty

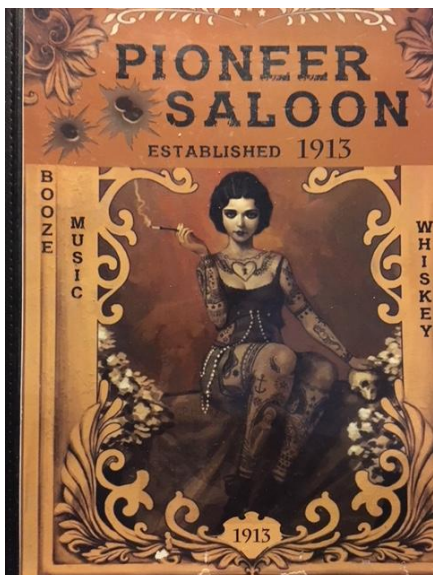
My wife and I just returned from one of our roaming around the Southwest trips where something of note happened.

The setting was The Pioneer Saloon near Jean, Nevada which is 20 miles south of Las Vegas literally in the middle of nowhere. And no my wife and I have not taken up bar hopping! The Pioneer Saloon is one of the few remaining structures in the ghost town of Good Springs, NV which is a further 6 miles from Jean! (You get the idea 6 miles from the middle of nowhere).

A quick word about The Pioneer Saloon! Opened around 1913 and is filled with history. Three bullet holes decorate a wall where someone was caught cheating at cards in 1915. Patrons complained at having to step over the body to get to the bar all day and into the night as the travel time for the justice of peace to come investigate was so long. In 1942, while headed back to LA from a War Bond Tour, Carol Lombard's DC3 crashed in a nearby mountain. Her husband Clark Gable is said to have gone on a three-day bender at The Pioneer while they worked to recover the bodies, a difficult job because of the terrain. Of course the place is "haunted" with all the ghosts of these occurrences. I don't believe these kinds of ghosts but love the history portrayed by the stories! The Pioneer has been featured or used in countless movies and TV productions from Travel Channel's Ghost Adventures (of course) to Miss Congeniality 2. It literally reeks with history, They also make a killer hamburger and a host of other super good things to eat!



My wife and I were eating said burgers and a couple came in to buy bottled water



thinking it was a General Store. To be fair the front of one side still has the sign stating general store from a much earlier time period. They were looking around not sure of what they had walked into but the husband walked back out to the car to get his camera. I suggested to the wife they particularly look at all the place has to offer and check the bullet holes in the wall of the main building.

Paula and I finished our burgers, paid our bill and began to leave via walking around the establishment just a bit. Somehow the husband of this couple mentioned to Paula they were out looking for a place to hike nearby as they have already done numerous hikes of and around E.T. Highway (100 plus miles north of this location on the other side of Las Vegas). That's all it took to get a conversation going as Paula and I love E.T. Highway (NV 375). Introductions were made and we learned their names to be Alan and Verna Zais. We decided to sit with them and share E.T. Highway stories. We learned they had been traveling out to the area on an annual basis every year for 30 plus years to celebrate their anniversary. They too found that special bond to the mysterious highway. We wound up staying and eating dessert as we shared several stories, favored websites, and news of The Little Ale Inn, a somewhat similar watering hole and place to eat next to E.T. Highway. Here's where it got weird.

I mentioned I was an aircraft enthusiast who built plastic model planes. I got an interesting look from both Alan and his wife. I think he asked me first if I knew what IPMS was. Then it got really wierd...

Alan mentioned he was the editor of his chapter's club newsletter (Stateline Area Modelers - SAM for short). The 'stateline' being the one between Illinois and Wisconsin. What are the odds of that? Me too! Alan recognized *The Plastic Whittler*. We quickly found we had numerous mutual acquaintances (Thank you Fred Horky and David Lockhart!). Our respective wives just shook their heads even more in disbelief.

We learned Verna is quite an accomplished artist. She shared with us some iPhone photos of some very detailed oil paintings. Alan builds all manner of models but did show me a photo of a finely painted Japanese Anime figure. [Needless to say, when I got home I looked up the latest issue of SAM's newsletter and it is a very fine one!]

Anyway it goes to show you never know where you'll find another modeler!



*Lynn and I shared our story of the coincidence with Fred Horky, and he had his own fascinating story!*

**Lynn:**

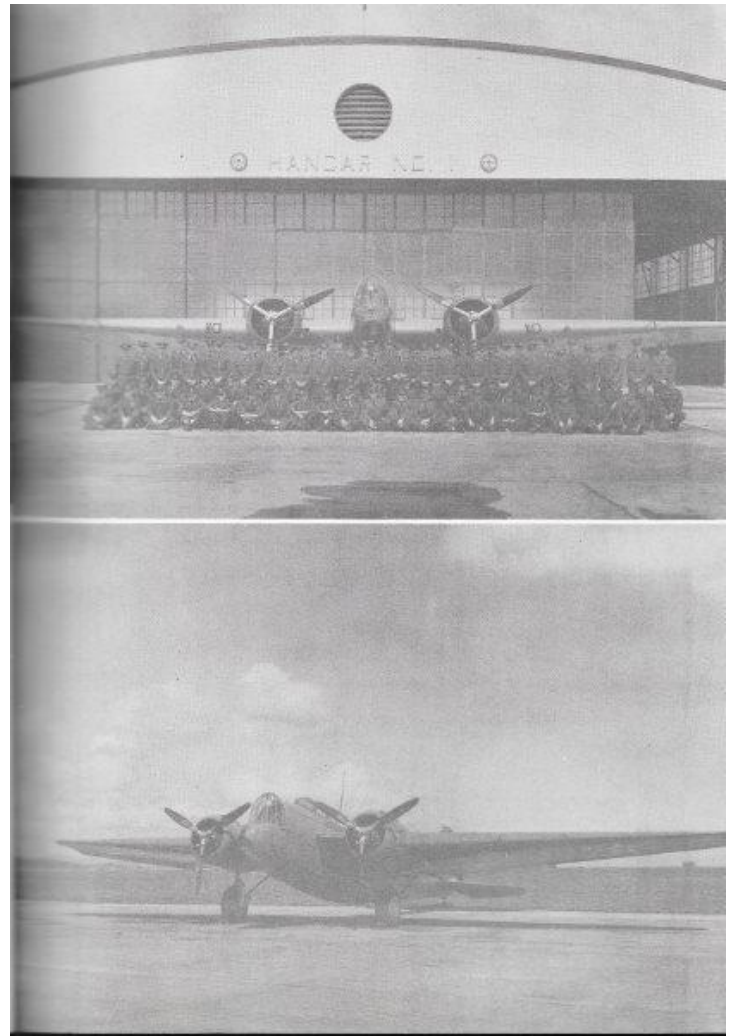
The ripples keep expanding ....another of these "coincidences" needs to be mentioned.

That's about how about a year ago one of your Chattanooga members brought a 1938 Hamilton Field (California) Army Air Corps "yearbook" to a meeting Show 'n Tell. He'd gotten it somewhere as a militaria collectible.

My interest was immediately stirred, since in 1938 my father-in-law had been an Army Air Corps officer stationed at Hamilton with the 9th Bombardment Squadron, 7th Bombardment group as a B-18A pilot. In fact, he had been a Hamilton "plank-owner" helping open the then-new base. One of the pages of the yearbook, below, shows another squadron with one of their assigned aircraft, the Martin B-10.

While they were stationed at Hamilton, his wife delivered their daughter (my wife) across the bay at Letterman General Hospital on the Presidio of San Francisco.

As you know; I immediately contacted you to learn more about that yearbook. Soon, I was delighted to receive it scanned, into digital form. (Thanks again for your help!) Included in that wealth of material was the picture below of then-Captain Wilfred J. Paul .....my wife's dad .....wearing his Air Corps uniform of the era, complete with the "Sam Browne belt". (That anachronism was a holdover from



when officers wore swords, but by 1938 all that remained was the belt WITHOUT the sword. [https://en.wikipedia.org/wiki/Sam\\_Browne\\_belt](https://en.wikipedia.org/wiki/Sam_Browne_belt))

This remarkable coincidence was mentioned as an aside in one of the cover letters that I was then using to forward chapter newsletters.

Somehow by means I still don't fully understand even a year later, THAT electronic newsletter (with my comments still attached) somehow arrived in the very English "Channel Island" of Guernsey. One result was my wife making contact with a cousin that she didn't even know she had, Michael Paul! They share a common great-grandfather; one of the latter's sons (my wife's grandfather) had immigrated with his family to the 'states soon after the turn of the LAST century; while another son (Michael's grandfather) had stayed on Guernsey.

Michael has an interest in history ...I soon learned he is prominent in a Guernsey historical society .....so our common interest has helped kindle a lively e-correspondence.

Captain Wilfred J Paul, Captain, U.S. Army Air Corps

He is still living on Guernsey, in the English channel only about fifteen miles from France. How Guernsey and the other Channel Islands became and remained “English” for centuries when so close to France is an interesting story all in itself.



The Channel Islands were the only part of England occupied by the Germans during WWII. That was from 1940 to the very end of the war. Late in the war the islands were bypassed by the Allied invasion of Normandy; as a result they were cut off from supplies from BOTH sides. The Guernsey residents AND their German occupiers came close to starvation. They were not liberated until after the war ended almost a year later.

Fortunately, along with most other then-children on the islands, Michael had been evacuated to England just before the Germans arrived.

So anyway, we’ve had a lively correspondence with Michael for the past year. I’ve since learned much Guernsey’s of long history, read several books on the subject, and have come to admire those really tough people. It’s really quite a unique place. My regret is that the Pauls in Guernsey and the Horkys in the U.S. hadn’t “found” each other a lot earlier. About thirty years ago with our two then-teenage daughters, my wife and I spent several weeks in France. A good bit of that time was in Normandy, just a few kilometers away from Guernsey. It would have been so easy to get together then.

A sadder note is that we also weren’t able to visit her Uncle Edwin’s grave in France. Like her Dad, his older brother had been born in Guernsey and immigrated with the family to White Plains, NY. He was thus of military age when the U.S. entered World War One.



A few years later he was back in Europe, an American soldier with the AEF. He is still there; KIA in France on September 29th, 1918; scant weeks before the end (or rather, armistice/intermission) of “...the war to end all wars...”. The above image is from an American Battle Monuments Commission web site.

Fred Horky

**SAM Goes to the Movies:** *The Late Night Double Feature Picture Show.*

In 1944's frenetic comedy film **Arsenic and Old Lace** (88% on Rotten Tomatoes), Cary Grant plays Mortimer Brewster, the nephew of the elderly Brewster sisters. On his wedding day which is also Halloween, the playwright Mortimer learns that his sweet Aunts have been murdering single elderly men for years "it's one of our charities" and his estranged and criminally insane murderous brother (Raymond Massey) escapes from an insane asylum and shows up at the Brewster Home with his plastic surgeon Dr. Einstein (Peter Lorre).



Mortimer must also contend with an impatient bride (Priscilla Lane) and cab driver, the new beat cop (Jack Carson) that wants Mortimer to read his play and the corpse of his Aunt's latest charity along with the corpse that his brother brought in (Mr. Spenalzo). In the middle of all of this is Mortimer's Uncle Teddy, who believes he is Teddy Roosevelt, charging up the stairs which he believes are San Juan Hill and digging locks for the

Panama Canal in the basement, which work conveniently to bury the victims of the Brewster sisters, he believes they are Yellow Fever victims.

The film is replete with humor of that time. When his Aunts show up in black funeral clothes for their victim's burial, Mortimer tells them "you look like a double black out!" And one of the period jokes involves Teddy's Army and Navy models, which are being donated to the police for a children's charity.

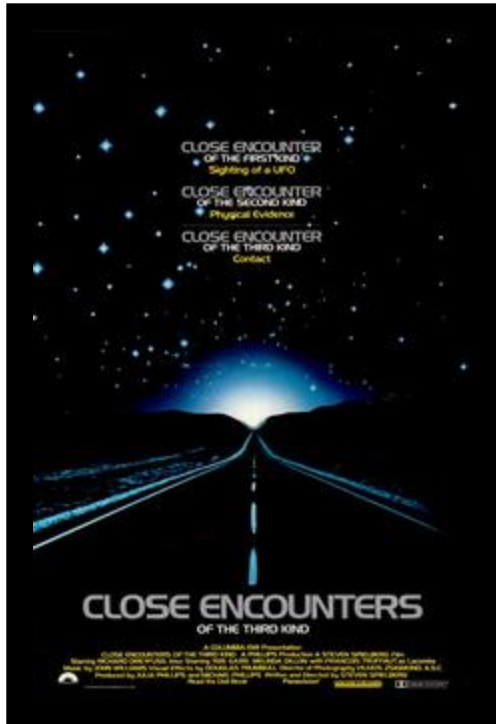
But he just can't let go of the model of the *Oregon*. Film goers in 1944 would still be aware of the *Oregon*'s pivotal role in the Spanish-American War in which she earned the nickname "Bulldog of the Navy" and the relevant joke to Teddy's constant fighting of the Spanish-American War in the Brewster household! Teddy keeps the *Oregon* model.

1977's **Close Encounters of the Third Kind** (95% on Rotten Tomatoes) is a science fiction movie that followed an Indiana electrical lineman (Richard Dreyfus) after his encounter with UFOs. The movie title comes from J. Allen Hynek's classification of UFO sightings, with the third classification being the obervance of aliens.



The opening of the movie includes the film's present day discovery in 1977 of the lost Flight 19 TBM Avengers (lost in the Bermuda

Triangle in 1946) in the Sonoran Desert and the *SS Cotopaxi* (lost in the Bermuda Triangle in 1926) in the Gobi Desert.



20-foot long model of the COTOPOXI with actors 1/4 mile away

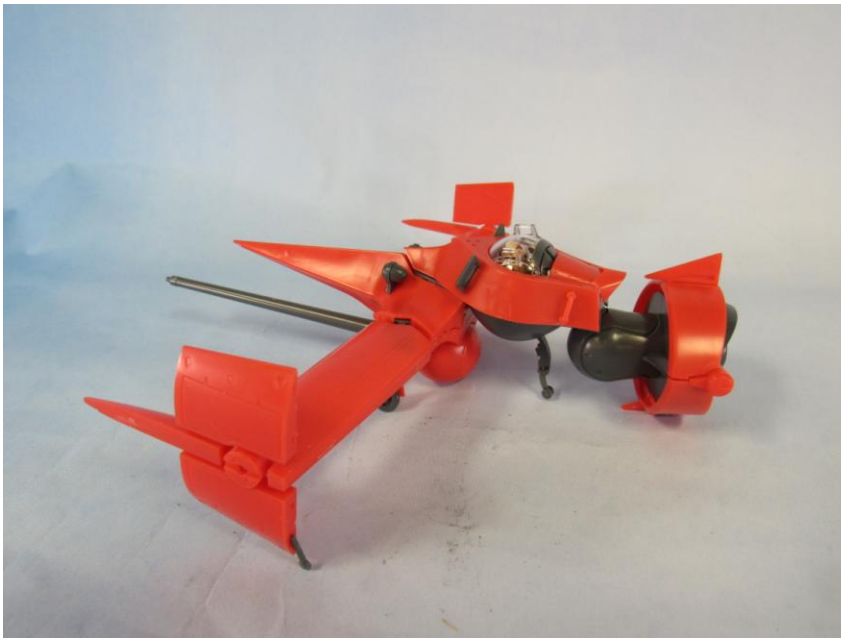
The ship is a 20 foot model and the actors to the left are a quarter mile away in forced perspective to give the illusion of a larger ship.

(Source: *Appreciating and Creating Movie Miniatures*, [movieminiatures.blogspot.com](http://movieminiatures.blogspot.com))

### *Be Bop A Lula Department*



Neil Butler's Bandai Hobby Sword Fish II Cowboy Bebop depicts the remodeled MONO racer that was converted to a combat fighter in the 1996 Japanese anime series. Set in 2071, the series follows a bounty hunter crew traveling on their spaceship called *Bebop*. These are part of the excellent series of Bandai kits from anime series and comics, such as the Dragonball capsule vehicles.



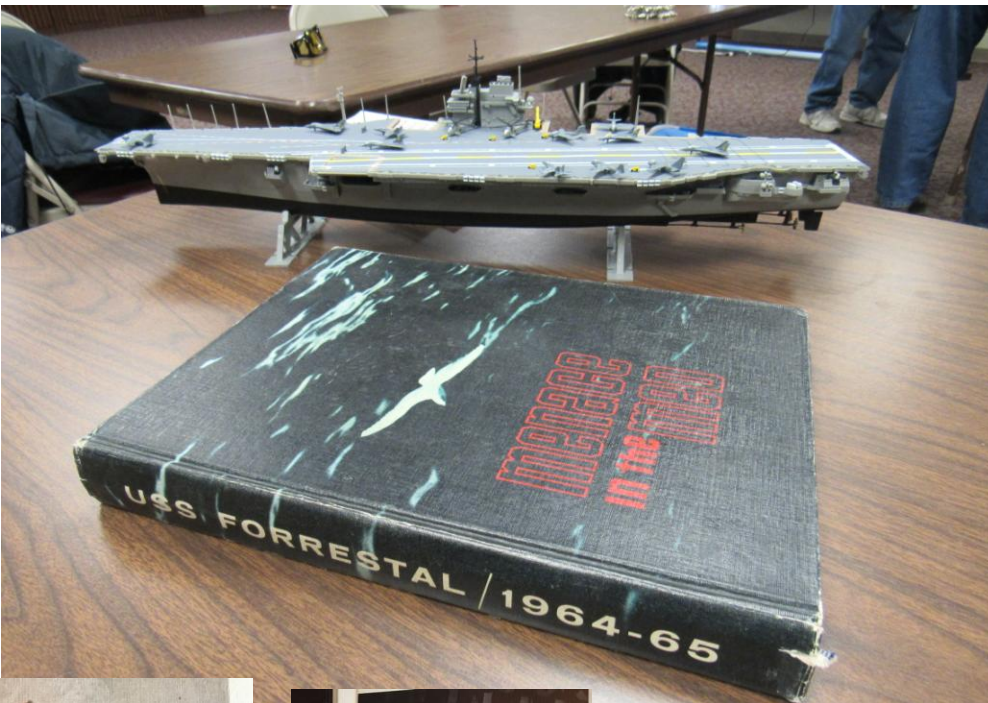
Neil said the model is completely articulated like the ship from the series, with folding and removable wings, airbrakes, open cockpit and movable tail.



Cowboy Bebop is known for its philosophic approach with characters that struggle with existential questions.

### *A Girl In Every Port Deapartment*

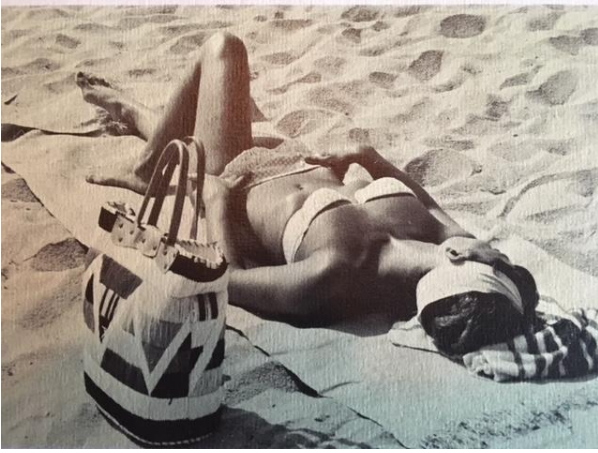
When Tom Crepeau brought in his *USS Forrestal* model a couple of months ago, he also brought in the 1964 -



1965 Cruise Book from the ship's Mediterranean Cruise that he served. He was kind to lend it to me. I then found the 1959-1960 Mediterranean Cruise Book on ebay in acceptable condition for \$195, leaving me to anxiously safeguard this book until I can get it returned to him!

The book is filled with great reference photos and starts with the ports of call that relied on photographs of the ladies below for geographic reference and included Barcelona, Genoa, Athens, Istanbul and Naples.





And Cannes, Rome, Monaco, Palma, Valencia, and I think the lady to the left denoted Gibraltar. The book, along with all the cruise books, can also be accessed online with the 1964-1965 cruise at <https://www.navysite.de/cruisebooks/cv59-64/index.html>. But it's great having the physical book to leaf through.

One web site for the *USS Forrestal* allows former shipmates to connect, and another at <http://www.historycentral.com/navy/stories/forrestal.html> lets shipmates share their personal stories.

**John J. Cavanaugh: Service Dates: AUG 1962---NOV 1964** "While on the FID during a cruise for carrier quals. some hot shot pilot made two landings and two launches (not on cat) with a C130. to this day I can't find anyone to believe it. "

**BT3 Bryon Haslam (Barney): Service Dates: 1981-1985**

It was a time I won't forget. We were in port, one plant on line, 2 boilers lit, no load. I had pulled mid-8 watch with my friend in 1MMR, we had partied and were tired. Well somewhere around 4am, on the boiler front we fell asleep in between both 600psi main steam boilers while watching fires. I woke up once, my partner



An F8C is equipped with deadly rockets. — (Bell)

asleep next to me, I checked the fires, all looked good then nodded out again. I slept for what seemed like awhile, to be woken by someone who gave me a shake and said "hey". I looked at my partner, Phil he was still asleep. I looked to my left & right of the burner front, no one there. I looked at the fires in 1a boiler OK. I looked at 1b and saw FIRES OUT. I woke Phil as the other boiler screamed picking up the load, Phil jumped to his feet, called the control booth, and took care of his equipment. I loaded up one boiler while securing the other. We saved the load. We were given KUDOS for a job well done. Later we found out that there was water in the fuel, which put the fires out. We were 50 gallons of water away from being vaporized when raw fuel would have lit off the back wall of the affected boiler. I don't know if it was a Forrestal ghost or my Guardian Angel, but someone saved my life...



White walls they want, white walls they get! — (Economos)

**Donald E. Sabo: Service Dates=VF-103 1958-59 Med Cruise**

A great day, the day I went aboard this great ship with our squadron VF103.

When I first reported to VF103 they had just got the F8U Crusader's. I was assigned to line duty as a plane captain. At the time I never thought I would be involved sending out almost daily an individual destined to become one of our greatest astronauts, of course this was John W. Young. A Ltjg at the time I can recall a day he went out on a gunnery flight when the banner was examined his green paint from the 20mm shells was the only ones that could be seen. His explanation was that the aircraft's fire control system was not working properly so he used the fixed site. He was a fly by the seat of your pants pilot and to this end it never ceased to amaze me later when I was discharged that I learned of his space accomplishments. My tour aboard the FID was very memorable, when she comes to Baltimore I will be there to see her

again, I'm 66 now that may be my last chance, I would like to hear from any former shipmates from VF103 that served during 1958-59 . Donald E. Sabo 4889074 ADJ3

*Finally, I have to share the interesting story of the Forrestal Ghost found at <https://www.beyondweird.com/occult/usnavy.html>*

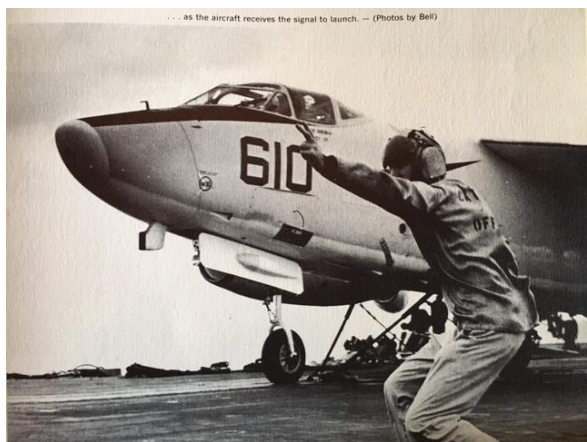
### Forrestal Ghost

MAYPORT NAVAL STATION, Fla. (AP) -- Ghosts are fine, traditional things to have around ancient English castles, but the Navy says rumors of one stalking the depths of the aircraft carrier USS Forrestal have spooked a few sailors.

Flickering lights. Bumps in the night. Locked doors opening. Voices on disconnected telephones. And a vanishing figure in a khaki uniform. The figure's even got a nickname: George.

At least that's what some of the men say aboard the Forrestal, in its fourth month of a six-month deployment in the Indian Ocean and the North Arabian Sea.

They were interviewed by Lt. James E. Brooks, who detailed the story of the ghost in a 12-page news release issued last month.



The report about George hasn't ruffled any Navy feathers, Mayport Navy spokesman Lt. Park Balevre said Thursday. "I thought it was cute. I think most people did."

"What Lt. Brooks had in mind was a fluff piece to show the lighter side of the Navy," said Balevre.

But according to Brooks, some sailors don't think the ghost story is at all cute.

George lurks in two of the ship's below-the-waterline storage areas, one of them a former morgue, spooked sailors claim.

"I've got one guy working for me now who refuses to go down there alone. Our last chief petty officer in charge, who has since transferred, refused to go



A rocket is carefully fused . . . — (Felker)



A VAH-6 A3B about to touch down. — (Felker)



Refueling an A4B's drop tank. — (Fe

down there at all," says Petty Officer Daniel Balboa, in charge of the officers' mess.

"I've never seen any ghosts but you can hear weird things down there," said Balboa.

"I was taking inventory one night and heard a noise like deck grating being picked up and dropped," he recalled. "I'd turn around and look but didn't see anything. When I turned around to begin my work again, the noise started again."

One night, Balboa said, he was checking temperatures in food-storage freezers and kept finding open doors he had shut behind him.

"It is impossible for anyone to open the reefer (refrigerator) doors from the outside, behind me. To open them from the outside requires a key since the doors lock automatically.

"I had the only key with me. That incident puts me on the verge of believing," he said.

Some say the ghost is a chief killed during a 1967 flight deck fire that killed 137 sailors in the Gulf of Tonkin off the coast of North Vietnam, Brooks wrote. Others guess he's a pilot whose body was once stored on the ship.

Petty Officer James Hillard hasn't ventured into the haunted areas since he saw George last year while checking out odd footsteps.

"He was wearing a khaki uniform, like an officer or chief would wear," he says. He followed the apparition into a compartment but "there was nobody in there, and I swear that is where he went," Hillard said.

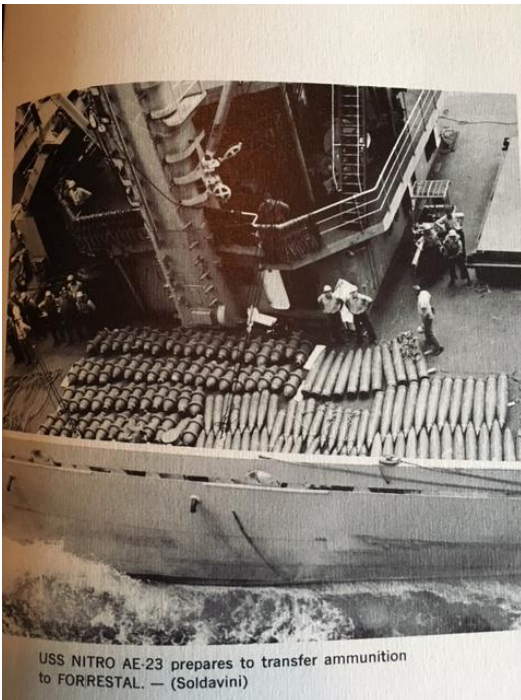
Mess Specialist 2nd Class Gary Weiss saw a khaki-clad ghost go down a ladder to pump room No. 1. However, he never went down into the pump room because the ladder is the only access, he said.

Hillard said he once was helping move supplies when a telephone that was reportedly disconnected kept ringing.

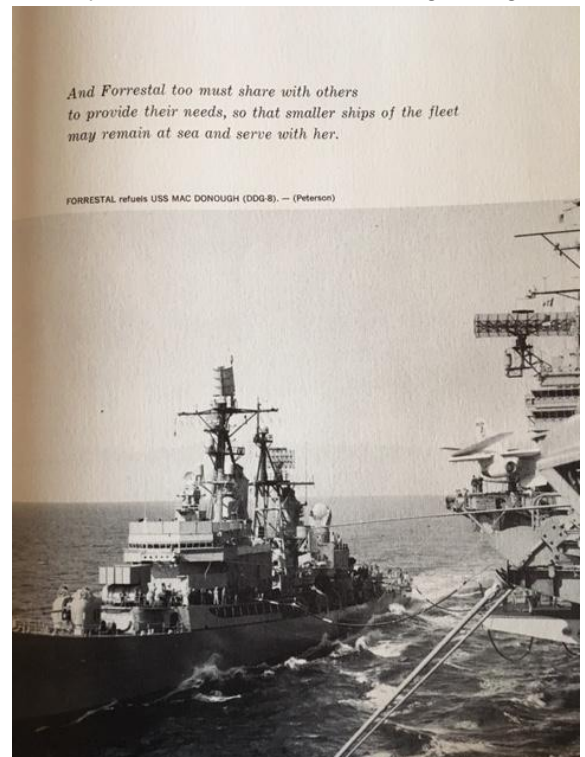
"The phone rang and I answered it. This time there was a faint voice calling, 'Help! Help! I'm on the sixth deck!' Rumor had it that a crew member was killed down there. I'm very scared to go down there alone. If I do, I get out of there as fast as I can," Hillard said.

Others are dubious.

"I think it's the guys' imagination," said Senior Chief Petty Officer James Williams. "I'm not superstitious but when I go down there by myself, I find it uneasy. When that happens, your imagination is going to play tricks on you."



USS NITRO AE-23 prepares to transfer ammunition to FORRESTAL. — (Soldavini)



*And Forrestal too must share with others to provide their needs, so that smaller ships of the fleet may remain at sea and serve with her.*

FORRESTAL refuels USS MAC DONOUGH (DDG-8). — (Peterson)

### *A Mermaid's Tale Department*

This is *Coral the Mermaid*, a Reapers Miniature. The water is a plastic card painted blue-green and covered with Liquitex Slow-Drying Blending Gel which is a retarder for oil paints. Swells are made with a paint brush, it's allowed to dry, and then covered with Future which is also run up a bit on the rock and the crab to give them a wet look. I then removed the whole thing from the card which left the paint to the underside of the water.



*Pearl, the Mermaid* is another Reapers Miniature. Her tail is an airbrushed blue-green base, an almost transparent violet shading, and then dry-brushed silver for the light reflected on top of the scales.



# The Royal Hobby Anniversary Model Show

## Saturday, August 4th, 2018 from 10 am to 4 pm!

- No admission or registration fee.
- Gaming will be 10 am to 6 pm--call (815) 399-1771 to reserve your slots.
- Breyer Horse Painting starts at noon with make and take (supplies limited)
- In-store Sales.

### 19 Judging Categories include

Aircraft 1/144

Aircraft 1/72

Aircraft 1/48

Aircraft 1/32 and larger

Helicopter

Auto - Out of Box

Auto - Custom

Auto - Racing

Truck

Junior

Armor 1/35

Armor 1/48, 1/50, 1/72

Naval

Science Fiction (ships/vehicles)

Figure 40 mm and smaller

Figure 54 mm and larger

Figure Groups/units

Diorama and Vignettes

Miscellaneous

Popular Choice



Royal Hobby is located at 3920 East State Street in Rockford, Illinois.



**SPOTLIGHT ON EVENTS**

**Midwest Fiero Clubs**  
presents

**Fiero Model Car Contest**  
Saturday, August 11, 2018 during show hours

Are you a master builder? Have you made a mini-me of your Fiero? Or have you just made a mini-Fiero? Be sure to enter your Fiero Model Car into the first ever MWFC Model Car Contest at the 35th Anniversary Celebration!

More Information is available at:  
[www.Fiero35th.com](http://www.Fiero35th.com)  
FB - @midwestfieroclubs

**MIDWEST FIERO CLUBS**  
A DIVISION OF THE FIERO ENTHUSIAST CLUB OF AMERICA

A very different model show is at **The 35th Fiero Anniversary** in Peoria, Illinois. They will have a Fiero Model Car Contest and you can learn more at <http://www.fiero35th.com>.





## International Plastic Modelers' Society/USA Membership Application / Renewal Form

New ☐ Renewal ☐ IPMS #:

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

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

Zip Code: \_\_\_\_\_

Phone: \_\_\_\_\_ E-Mail: \_\_\_\_\_

Chapter Affiliation, if any: \_\_\_\_\_

**Junior** (17 years or younger) \$17.00 \_\_\_\_\_ Date of Birth: \_\_\_\_\_

**Adult** One year \$30.00 \_\_\_\_\_

Two years \$58.00 \_\_\_\_\_

Three years \$86.00 \_\_\_\_\_

**Canada & Mexico** \$35.00 \_\_\_\_\_

**Foreign** Surface \$38.00 \_\_\_\_\_

**Family** (1 set of Journals) \_\_\_\_\_ ← Adult fee + \$5.00 # of cards? \_\_\_\_\_

Your Signature: \_\_\_\_\_

If recommended by an IPMS member, please provide his/her:

Name: \_\_\_\_\_ IPMS #: \_\_\_\_\_

### PAYMENT OPTIONS:

Cash ☐ Amount: \_\_\_\_\_

Check ☐ Check #: \_\_\_\_\_ Amount: \_\_\_\_\_

Billing Address, if different than above -

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

Zip Code: \_\_\_\_\_