



IPMS Orange County Newsletter

September 2013

Volume 21 # 9

Southern California's Premier Model Club

IPMS National's Edition

***By Terry Huber
Club Newsletter Editor***

Several of the club members made the trip out to Loveland Colorado for the IPMS National Convention. They met up with others from SoCal AMPS and IPMS Ontario. Inside the newsletter will be articles, personal stories and plenty of photos from the convention. Also there will be all of the IPMS OC winners as between them and the SoCal Amps, IPMS Ontario group they would need a U-Haul to bring the awards home. Also part two of the life of James Dean, Cumbres & Toltec narrow gauge railroad, Joe LoMusio's outstanding WW1 Nieuport collection, an article and photos from the Lower Left Coast NNL car contest in Carlsbad CA and a whole lot more. Sit back, relax, and enjoy the ride.

September's Meeting Agenda

Date: September 20, 2013

Theme: Out of the Box

Doors Open: 7:00 p.m.

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

***Location: La Quinta Inn
3 Centerpointe Drive
La Palma, CA 9062***

From the President

Brian Casteel, Club President

Greetings everyone, I wish I could tell you that after my recent trip to Colorado to attend the IPMS Thin Air Nationals that I am nice and relaxed. But in truth I can't. It seems that I have come back and jumped right into the final stretch leading up to this years' OrangeCon. It seems like every day there is more and more to do. But before I get into that let me share a little about the recent IPMS USA Nationals in Loveland.

As I mentioned in last month's newsletter the trip was a sort of home coming for me as I spent my formative years in Colorado Springs. It was good to be back where life moves a little slower and the air is a lot cleaner. I got to spend one evening with my friends that drove up from Colorado Springs to spend some time with me. I showed them around the contest room and in return they received an education in Plastic Modeling along the way. Like everyone that is told about the hobby of plastic modeling and having never really experienced it, the event was a real eye opener for them.



From the President

They saw some of the best models in the country displayed by some of the best modelers in the country all in one ginormous room. With over 2500 models on display my friends had a styrene smorgasbord of our hobby.

Another great part of the event was just spending a lot of quality time with good friends (and when you are in a Dodge Caravan for 20 hours one way you had better be traveling with good friends). We got to learn things about each other and in many cases re-learn things too. Lots of jokes and lots of ribbing taking place... and that was just on the way out there. On the way back our conversations were filled with individual judging experiences, stories of other modelers and the many purchases that we did or did not get to make.

The Nationals show itself was extremely well done and seemed to have run smoothly. The Colorado folks did an excellent job! I will let you read more about the show details in Mike Budzeika's article on the trip.

On to OrangeCon! The awards are coming along nicely and by the time you read this the main category awards should be all done with the exception of applying the plaques and badges which are slated to be done at the next e-board meeting on Saturday, September 21. So if you are interested in helping out with that please let me know.

All of the specialty awards are following closely behind. We still need raffle items. If you have some items you would like to donate you can bring them to either the next IPMS Club Meeting on September 20, or bring them the day of OrangeCon. Unlike the Distressed Kit Auction we need new items still in plastic wrap or if opened the box must be in great shape and none of the inner bags can be open. We need tools, books, after market items and of course model kits. The day of OrangeCon we will need volunteers to help run the show and we will also need judges for the contest.

Something new that has been instituted for OrangeCon this year is the ability to purchase and pay for Trophy Packs (Sponsorships) directly from our IPMSOC web site. Joe LoMusio and Michael Bare have gone to great lengths to simplify this process. So if you are out and about and want to sell a trophy pack but don't have any paperwork with you, you can do it right from your smart phone now. Remember you get MOTY points for every Trophy Pack you sell. Well that's it for me right now. I'll have more to share at the next meeting on Friday, September 20. Until then keep on modeling!

IPMS Orange County would like to send their condolences to Mary Jo Kinney whose husband Ed Kinney, IPMS USA Treasurer, passed away on August 20th after a bout with cancer. Ed was quite active with IPMS and was always a stabilizing influence on the E-Board. Our thoughts go out to MJ and family. (Ed.)



2013 Chapter Officers

- President** Brian Casteel
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- 1st Vice President** Sean Fallesen
sean@ipmsoc.org
- 2nd Vice President** David Frederick
david@ipmsoc.org
- Treasurer** Michael Bare
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- Secretary** Jeff Hunter
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- Contest Director** Darnell Pocinich

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New Logo Club T's and Crew shirts Now Available

The new club T-shirts have arrived as well as the Crew Shirts with logo. The Crew shirts are dark blue and grey. Embroidered name optional. Cost is \$60.



The T-shirts are white with the very humorous saying on the front along with the new large club logo Zacto-girl on the back. The cost is \$12. Both are payable by check or cash to the Treasurer at the meeting.





From Our Treasurer

Financial Statistics for the meeting in August 2013

Admission		Distressed Kits	
Members	22	Raffle Income	
Non-Members	2		
Juniors	0	Total Income	\$771.00
Paid in Full	4	Total Expenses	<u>\$(1,232.85)</u>
Guests	4	Profit / (Loss)	<u>\$(461.85)</u>
Total Attendance	<u>32</u>	\$ in Checking	\$977.45
		\$ in Savings	<u>\$2,809.03</u>
Memberships / Renewals		Total in Bank	\$3,786.48
Regular	1		
Youth	0		
Full Year	0		
	<u>1</u>		



IPMS / USA Membership

Membership is of great importance, both here at the level of the local chapter as well as the National level. Our club is one of the 230 plus local chapters of our parent organization, IPMS USA. 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.

International Plastic Modelers' Society Membership Application

IPMS No. _____ Name _____
 (Leave Blank if New) First MI Last

Address: _____

City: _____ State: _____ Zip: _____ - _____

Email: _____

Phone: Area Code: _____ Number: _____

Chapter Affiliation, if any: _____
 (Current Members Only)

Check here if new address, and list old Zip Code _____ - _____

Junior (17 years old and younger) \$12; Birth date: _____

Adult \$25; Adult 2 Yrs \$49; Adult 3 yrs \$73

Canada & Mexico \$32; Foreign (Sea) \$32; Foreign (Air) \$55

Family (Adult Membership + \$5, one set of Journals,
 Number of Membership Cards required _____)

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

Mail completed application and check payable to IPMS/USA to:
 IPMS/USA, Dept. OC, PO Box 2475, N. Canton, OH 44720-0475



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September Program

Orangecon Judging Seminar

Open Session

Have you ever wondered what the Judges look for at IPMS contents? If so you'll want to pay close attention to this month's seminar on Judging using the IPMS methods. With OrangeCon coming up in October, you may want to know a little bit more about judging, and maybe you might even want to give it a go and the contest at Cal State Fullerton. We are always looking for Judges even if you have never judged in a contest before. We can place you with some other veterans when judging, and your comments and questions are always answered politely. I am sure there will be a few guys talking this month about different subjects and what to look for in each. Don't forget your flashlight!

Contest Corner By Darnell Pocinich

September is upon us. Schools are back in session and football has returned. For the model contest theme we have "Out of the Box" – a salute to keep it simple model makers. No problem here. Just whip together the kit of your choice – any scale, any subject. Just remember – "out of the box only". Be sure to bring the kit instructions with your entries. Show the club membership what can be done without all the extra after-market stuff that is so appealing these days. See you all on September 20, 2013. *Classic plastic below modelers! (Ed.)*

The model contest theme for October is "Oktoberfest". Orangecon will be history on October 18, 2013 and I know this theme will appeal to almost all of us. In October anything German will qualify for a theme entry – German aircraft, ships, armor, vehicles of any kind, figures, beer steins, alpine chalets, railway guns. It goes on and on! Let's get building and showcase all things German. Any scale goes here.





Member and Modeler of the Year points – MOTY

Member of the Year

Sean Fallesen	11
Foster Rash	10
Brian Casteel	8
Mike Budzicka	7
Nat Richards	6
Terry Huber	

Cmon' man where's my points! (Ed.)

Member of the Year Points currently
Under review for possible corrections.

DP

Modeler of the Year

Mark Glidden	19
Joe LoMusio	16
Foster Rash	16
Leigh Eaton	14
Terry Baylor	13
Owen Ryan	13
Craig Elliott	13
Jeff Hunter	13

oRangeCon

Model Contest and Vendor Fair

SATURDAY OCTOBER 5, 2013

CAL-STATE FULLERTON

THEME: A SALUTE TO REVELL MODELS





August Contest Entries and Results

Theme "My Dream Machine"

Your ultimate machine in your garage

Total number of Modelers: 11

Total number of entries: 19

Winner in Place / Division

Bob Bolton	1/24	Mysterion	
	1/24	Beatnik Bandit	
	1/8	Star Trek Phaser Ortin	
Carlos Cisneros	1/35	T26E3 Pershing	
	1/48	TBD-1 Devastator	3 rd in Master
Rick Costa	1/72	P-47	2 nd in Master and Judges Choice
Tony Dominick	1/25	'65 Chevy Coupe	
	1/25	'66 Chevy	1 st in Advanced
Craig S. Elliott	1/72	P-47D	3 rd in Advanced
Dennis Henry	1/72	P-51 Mustang III	
Jeff Hunter	1/144	Lockheed Electra	1 st in Master
Richard Nicoletti	1/35	Desert Rat Vignette	
Bob Penikas	1/72	Carabieners	2 nd Advanced
Foster Rash	1/25	Ed Roth Outlaw	
	1/25	Ed Roth Tweedie Pie	
	1/25	Ed Roth '55 Chevy Gasser	Theme Award
	1/25	Ed Roth Mysterion	
	1/25	Ed Roth Beatnik Bandit	
Owen Ryan	1/72	F-16B	

There were no entries in the Novice or Junior Divisions at the club meeting.

There were no contest photos available for the August meeting.





IPMS OC National Convention Winners

- Mike Budzeika 3rd Place 1/35th Armor Out of Box - Tamiya Hetzer
- Brian Casteel 3rd Place 1/32 Out Of Box - Hobby Boss F-84E ThunderJet
Best Star Wars Subject 1/6 AMT Battle Droid w/STAP
Best Example of Something We Like - 1/25 Revell Germany Route Master
Double Decker London Bus
- Leigh Eaton 1st Place 1/35 Softskins WC – ‘57 Beep
2nd Place, Busts, All sizes, Post 1900 – 101st Airborne
- Mark Glidden 1st Place 1/35th Armor - Tamiya T-55
1st Place 1/350th Battleships - Tamiya Yamato
1st Place 1/48th Aircraft - Tamiya IL-2 Shturmovik
1st Place 1/48 Hypothetical - Spitfire Mk.Vf
2nd Place 1/48th Jet - Eduard MiG-21MF
3rd Place 1/32nd Prop - Tamiya P-51D
- Joe LoMusio 2nd Place, Biplanes 1/32 scale – Roland D.Via
1st Place, Single Engine OOB, 1:48 - Halberstadt CL.II
1st Place, Collections – Nieuports of the Great War
Best of Miscellaneous Award
Michael L. Fritz Memorial Award
- Gordon Zuther 1st Place, 1/72 scale Armor, Closed Top – M60

I am happy to see Joe win the Michael L. Fritz Award for excellence in WWI modeling subjects. This award, in its 24th year, is judged solely by the past winners. In fact, this is the first time the award was given to a collection. Way-to-go Joe! (Ed.)

SoCal AMPS and IPMS Ontario Winners

Too many awards to list individually but the big award was the Best Collection of Tiger Tanks by the SoCal AMPS members with the Giant Cup award, and winners from IPMS Ontario club. Individual winners at the convention show were:

- | | | |
|-----------------|-----------------|---|
| Kevin Hjermstad | Jim Spellmire | <i>If I missed anyone else, sorry about that. (Ed.)</i> |
| Jim Frye | Conrad Schreier | |
| Jim Wechsler | Jeff Corder | |
| Stan Spooner | Glen Kliskey | |
| Ed Boll | | |

IPMS USA National Convention Photos



Partial contest room view



Joe LoMusio's award winning WW1 Nieuport collection
Michael L. Fritz Award was sponsored by IPMS Spruce Goose



IPMS OC chapter Movie & TV cars display



IPMS OC chapter 1/72 scale Mustangs entry



IPMS OC chapter Cruisin' and Drive-in cars



Mark Deliduka's Dora railgun

The IPMS OC chapter group entries were moved a total of three times to different locations in the Contest Room by the handlers. The photos above show the original setup before they were moved the following days. Hopefully your models are still intact. (Ed.)



Very nicely crafted F4-J done up in paper!



Beautiful P-38 drop tank salt flats racer



SoCal Amps winning group entry and cup win – 48 Tiger tanks in 1/35 scale!



Monogram 1/48 B-29 kit in nice finish



HK Models 1/32 B-25 very well done



Moebius 1/6 Cylon Centurion



Giant resin Werewolf



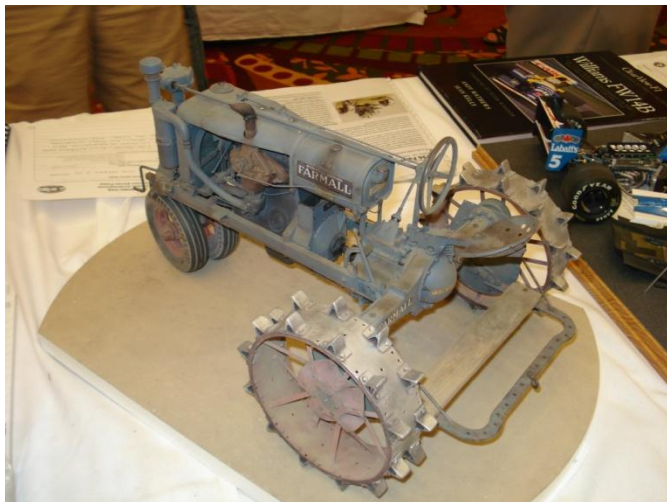
One of four armor tables



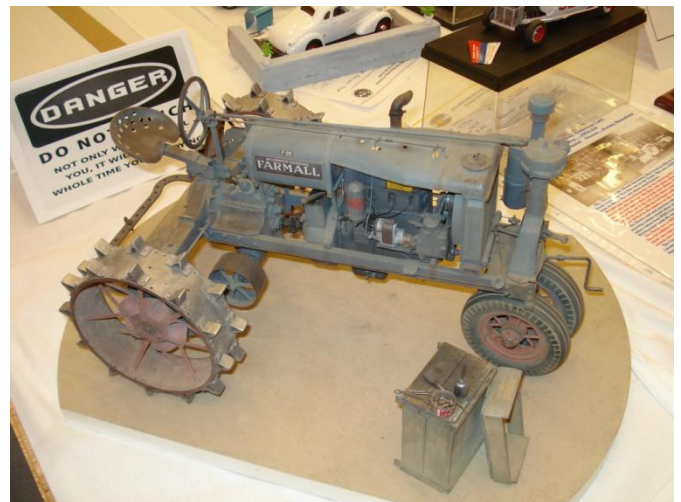
1/150 Scratch built U.S.S. Langley



Resin casting samples for the Langley



George Lee Judges Grand Award



Scratch built Farmall tractor



TRIP TO 2013 NATIONALS IN LOVELAND COLORADO

BY MIKE BUDZEIKA

They say ignorance is bliss, when trying to rent a vehicle, I'm not so sure. My job was to rent the SUV for the trip, 3-4 of us going. David Frederick, Mark Glidden, and I were going and Brian Casteel was a maybe at this time which was about a month before the Nationals.

I'll use the name of the rental agencies as this is true, so sue me. I started with Enterprise since the location was about a mile from my home. I went there and I got a mid size SUV, no big deal everything was fine. I have rented many cars from Enterprise without issues, but never an SUV as I had my own SUV which we took on the road trips in the past.

Not long after I requested the rental, Brian confirmed he was going and it was decided to upgrade to a larger SUV. Going back to Enterprise, trying to upgrade they told me I would have to pick up the larger SUV at an airport and that would have negated the convenience of the Enterprise location. During the conversation they had asked where I was going, something the first time they neglected to do before. When I told them it was to Loveland Colorado they stated I could not rent from their location anyway because they only rent to California or neighboring states travel. So Enterprise was out, strike one.

Checking the next nearest location, Hertz was fairly close, calling them and getting a price quote for 9 days, their price was close to double that of Enterprise, strike two.

Trying Avis which was about 5 miles from my home and explaining there will be 4 guys plus cargo, they suggested a 7 seat belt SUV, and I would be able to pick it up from their satellite location, I would not have to go to the airport to get it and the price for the same amount of days was about \$100.00 less that Enterprise. Sweet!

Doing some further checking, for Avis a 7 seat belt SUV could be a Toyota Highlander, Ford Explorer, or a couple other small SUV choices, not a larger SUV like a Tahoe. I called back the same guy I talked to and he said he would not be able to tell me what SUV I was getting until it got to the Avis location. He sort of blew me off before I had all my questions answered, saying he had two customers waiting. Ok, it's still strike two, and I fouled off a pitch. Not feeling good.

Since we were leaving Monday the 12th for the trip to Loveland and I originally requested to pick up the rental that day, because of my uneasiness with the Avis location, I extended the rental for one more day picking it up on Sunday the 11th. I got to the Avis location Sunday when they opened, they were to have the rental ready at that time, and to my surprise they had a vehicle for me. The Avis person said they could not get an SUV for me but they had a Dodge Caravan, which turned out better than the SUV after the third row seating was changed to provide more storage area.



TRIP TO 2013 NATIONALS

Overall I think the Caravan was better than an SUV, gave us the storage area, better ride, better gas mileage.....A Homerun!

After my fears of the rental car were dispelled, the rest of Sunday was packing for myself and the models. I was only taking 5 models, they fit into one container and my clothes fit into a small suitcase plus an overnight bag with a few other things. Everything completed Sunday I was ready to leave Monday morning.

Monday August 12th

Having had a decent night's sleep for a trip, I left the house around 6:00 AM Monday morning to pick up Mark first, then Dave, then Brian. I got to Mark's house a little after 7:00 AM, as he had just moved to a new house, it was best that he was gone so his wife Sherry could get things organized without him in the way.

Mark had around 10 models, including his Tamiya Yamato which was in a nice wooden carrying case that Terry Huber had built for him. Picked up Dave next, he is only 10-15 minutes away from Mark. Dave had around 5 models and included a 1/72 scale Revell German Submarine which was about as long as Mark's Yamato case. After getting Dave's luggage and models in we headed out to pick up Brian. We got to Brian's house between 8:30 and 9:30 AM and proceeded to get his luggage and models loaded.

Brian, I think had 6 models and he made some nice wooden cases for them, unique to each model. He also had the club Mustangs in 3 or 4 smaller cases. Everyone and everything packed, we were heading out.

It was about 9:10 AM when we left Brian's house, Mark was to be the primary Navigator as we used his Garmin with the directions programmed in. We really didn't need a navigator because of the Garmin, but the information still has to be loaded correctly, you know what they say GIGO....Garbage In Garbage Out, so at least he had to do that. We had decided to not go through the Rockies on the way to Loveland, just for different scenery we went through Arizona along I-40 to Winslow and up through Colorado Springs on I-25. We did stop near the California Arizona border for lunch and it was stifling hot.

We got to the hotel, A Quality Inn in Winslow around 5 or 6 PM. For the trip Brian and I roomed together, Dave and Mark did the same. We got settled and went to the hotel restaurant for dinner, it was nothing special, but we did have an incident. When we got back to the rooms Brian had noticed he did not have his wallet and it had his spending money in it. So there was a few frantic minutes looking for it in the room to no avail, he went to the lobby and someone had turned it in with all the money intact. Crisis averted. Mental note #1... Always keep an eye on the wallet. Of course since we were in Winslow Arizona Brian did stand on a corner.



TRIP TO 2013 NATIONALS

Tuesday August 13th

Leaving Winslow Tuesday morning after a typical hotel night's sleep, it was a little warm and some tossing and turning but ok. Brian did say I was making some noises like the Three Stooges, but the duo of Dave and Mark sounded like a Freight Train/Typhoon coming from next door. I think there were paint chippings falling from our ceiling because of them. Tuesday was to be the long day of driving, 10 to 12 hours. Heading east on I-40 towards Albuquerque there seemed to be a lot of lane closers for construction but nobody working which was good because there were no delays. Getting to Albuquerque we headed north on I-25 for the long final portion to Loveland.

During the trip we did have some sprinkles of rain lasting a couple minutes, but between Colorado Springs and Denver we got a heavy downpour which maybe lasted 15 minutes. Mark was driving, as most of you may know he is retired CHP so we were in good hands with the driving, but the navigator was Dave, he was a little nervous with the weather and we teased him, as the navigator he directed us into the storm. What was interesting about this was most of the vehicles on the road pulled over to the side to wait out the passing storm cell, if the visibility had gotten any less Mark said he would have pulled over also. Mark gave props to the Colorado drivers for pulling over, stating California drivers would have continued on driving even if they could not see.

Getting past the storm the last 50 or so miles seemed to take forever. We were hitting the evening commute traffic in Denver as well as people attending the Rockies baseball game and a couple accidents, but once we got north of Denver a few miles it opened up.

We arrived at the Embassy Suites in Loveland around 6:30 PM, checked in to the rooms and unloaded the vehicle of our personal things and models. After we were all situated in our rooms we decided to find a place for dinner and we drove around for a bit until we found a Steakhouse, I think the name was Longhorns, which we got right in and seated. The meal was fine and relaxing and when we finished we headed back to the hotel for the night.

Wednesday August 14th

We got up, I was itching to get to the vendor rooms, but we had to wait until noon when the rooms opened. So in the mean time we met for the hotel breakfast, typical buffet style with eggs, bacon, sausage, or cereals plus fruit, although they did have an omelet station. At the table discussion we all seemed to sleep fine and doing model checks Brian and Mark did have some slight damage that needed to be repaired. After we finished breakfast we headed back to the rooms so repairs of the models could be made. Between us we had 3 emergency repair kits, everything needed plus some.



TRIP TO 2013 NATIONALS

After repairs were made we just waited until 11:30, Mark and I made our way to the Registration station, Brian and Dave had went to an outlet mall, Brian wanted a wallet and I think Dave wanted some jammies. We were around 10th in line and Brian and Dave made it back, they were a few spots behind us. By doing registration on line it saved time because there was a line split, a line for Pre-Registration and a line to register at the show, all we had to do was provide our IPMS number and Boom! They handed us our packets. Registration at the show was a bit more involved. I would advise to Pre-Register for the Nationals it's so much easier and quicker. In order to get into the vendor rooms you needed a badge which we got in our packets we picked up at the Registration station. Once we got badges we headed to the vendor rooms post-haste.

The vendor rooms were located in different halls, sponsored by Roll Models and Sprue Brothers. Checking the first hall we went into, one of the vendors had the 1/200 scale U.S.S Hornet which is an impressively long model, and it's made by Merit/Trumpeter. Mark was looking it over and I think did have some thought of getting it, but did not at this time. So the first go-round at the vendors there were some items purchased, but we had a few days to go and who wants to spend all their cash at one time?

The four of us decided to setup our models in the contest room to get them placed before the crowds and to have room to store our containers under the contest tables, more on that later.

During the afternoon Terry Huber and Pascal Zandt arrived as did Joe LoMusio and Mark Deliduka. Joe and Mark traveled together and I'm surprised they did not rent a U-Haul as Mark could have upwards of a 100 models for a Nationals. Also a pleasant surprise, Gordon Zuther attended; he traveled by himself to the Nationals...impressive!

It was now getting close to dinner time, the Palomino, a Mexican restaurant was chosen close to the hotel and we all headed over. We got a table for the 8 of us and some of us ordered some adult beverages to wet the whistle. Brian did not make it to dinner, he met some friends that he knew from the time he lived in Colorado and had dinner with them. We get our food orders taken and from that point it's just good conversation until the food arrives. Apparently they had given me Gordon's meal and I did not notice until I had already taken a couple bites, it did not seem like what I had ordered, but it was close so I started in. The waitress noticed the mix-up, and since I had started the meal they did a new meal for Gordon and I got what I ordered so we had a free appetizer for the table. For me these group get-togethers are sometimes more enjoyable that the contest.



TRIP TO 2013 NATIONALS



Dinner at the Palomino

After dinner we headed back to the rooms to check out our purchases from the day in great detail. It was good to relax; I had been walking around since noon.

Thursday August 15th

We had breakfast again at the hotel this time Terry and Pascal joined us. Today was a causal day nothing on the agenda until late afternoon so it was time to make the rounds in the model and vendor rooms.

Going into the model room it looked like it was filling up so I decided to take some pictures. There were already quite a few of the Wingnut Wings kits on display and a couple of Gotha's. The Wingnut Wings are WWI aircraft in 1/32nd scale and they are engineered beautifully. They are produced by Peter Jackson the director of the Lord of the Rings trilogy. There ended up with over 20 Wingnut Wings kits at the contest by far the most I have seen at one time.

Joe's Nieuport display was setup and awesome, along with many other models. It was shaping up to be a good show.

After about an hour it was time to head to the vendor rooms. One of the models I was looking the purchase but not necessarily at the top of my list was a new Tamiya Corsair. Only a couple of vendors had them and I decided to wait on it, seemed like I was always more interested in other things. When Mark and I were passing a vendor that had the new tool 1/350 Tamiya Yamato, he stated the vendor was selling it for a good price so I put a challenge to him. If he would purchase the new 1/200 scale Hornet I would get the Yamato, thinking he would not agree to that, it would give me a reason not to spend the money on it. Mark foiled my plans when he agreed to get the Hornet, I tried to delay the purchase by coming up with an excuse if I got the Yamato now I would not have enough money for the rest of the week. No deal, he chided me until I agreed. Long story short Mark got the Hornet and I got the Yamato. Lucky for us the Hornet was to be shipped (no pun intended) and we did not have to take it with us on the trip home, otherwise we may have had an issue. That's part of the fun on the trip.

During the day I was walking by the registration table and I did a double-take, Leigh Eaton was there with his models. I went up to him said hello, he explained he has just been very busy and has not had any time to make the meetings. Good to see him and know all is well.



TRIP TO 2013 NATIONALS

The Program Manager I work for lives in Colorado and has said if at anytime I am in the area to drop by, so I told him my friends and I were to be in Loveland and he invited us over to his house for a BBQ. It was decided today would be the day, so about mid-afternoon David and I headed out to my Program Managers home, David was the only other person that wanted to go, we arrived around 4:00 PM, it took us around an hour to get there. Very nice home in the suburbs, in fact we passed the Denver airport and were surprised to see it not surrounded by buildings.

The visit lasted longer than expected but was very enjoyable, food and drink was great. We headed back to the hotel around 9:00 PM and arrived around 10:00 PM. It was too late to get into the contest room so we were making our way to the elevators to our rooms when we saw some of the guys in the bar area. Dave and I walked over and there was Joe, Gordon, Mark Deliduka, and some others sitting there. We decided to join them, so for about an hour it was nice conversation to end the day with.

Friday August 16th

We met for breakfast as usual; this time instead of eggs and bacon I just had cereal. The bacon the last couple of days seemed to be a little under cooked, so I can't go wrong with cereal.

After breakfast going into the contest room to look around, it was really getting full. The armor categories increased in numbers, lots of smaller scale armor; of course Mark Deliduka was a big reason for that. Saw Jim and Lindy Woody, always good to see them, talked with them for a bit and also took a bunch more pictures. Here is the group in the Contest Room.



Going to the vendor rooms, there was nothing I really wanted, just walking around to see if anything caught my eye. The big spending days for me were Wednesday and Thursday, although I did get a couple things, nothing expensive.

Mark Glidden had signed up for a seminar on airbrushing figures. For the seminar cost a figure was included, a nude woman with separate clothing. During the seminar Mark was seated nearest the door and people would just drop by to see what it was all about. After the seminar was over Mark told us there was an annoying kibitzer telling him everything he was doing wrong airbrushing. Oh well I guess someone has to tell him. Just kidding Mark.



TRIP TO 2013 NATIONALS

Brian, David, Mark, Terry, and I had decided we were going to judge. For aircraft they made it easy with signup sheets on one of the tables to fill out. You listed what categories if any you had aircraft in, you could not judge in those categories. We all judged aircraft, Brian and Terry were OJT. It seemed like there must have been at least a 100 people and probably more that were going to judge the models, the most judges I have ever seen. In past Nationals I have heard they were judging until 3:00 AM Saturday morning. I have judged 3 times at the Nationals and was done by midnight at the latest.

The judges meeting was held around 6:30 PM we were assigned to teams and our team leader was given the category we were to judge. We had 4 judges, team leader; a second person which I think has judged at 7 Nationals, myself and this is my 3rd Nationals for judging and an OJT. We judged two categories and we were done. The categories I helped judge, the 1st category had 20 models, the 2nd category had 4 models. Most of us were done judging by 10:00 PM and we decided to go get a late dinner. David, Mark and I went to a place much like a Denny's walking distance from the hotel had a bite to eat and headed back for the night.

I would suggest if you have not already to give judging a try at the Nationals, or at any show for that matter.

If you judge in a category you model, you will pick up some ideas what the judges are looking for and it will be helpful in future contests. The judging teams I have been part of are inclusive of everyone's observations; just because someone is not an "expert" what is said is not discarded.

Saturday August 17th

Today was the big day. Today is the banquet and contest results presentation. Getting ready we went to breakfast, the usual, finished that up then went to the contest room for a final go round and some more pictures.

Spent about an hour in the contest room then headed to the vendor rooms just to see if there was anything I had missed. Some vendors had already left, others were in the process of packing, some still in complete selling mode. I always seemed to gravitate back to a vendor that had almost all their books at 20% off, such as Kagero books including decals for \$16.00 with the discount. I must have purchased at least 6 books from them. I also got a book on the Yamato, since I got the Yamato I could use some reference material on it. Again nothing really scratched my itch so I did not spend a lot.

I saw David in the vendor and he was debating whether to purchase an old Sci-Fi Resin kit of the old TV show Time Tunnel which at one point the vendor had it for over \$300 but now it was around \$90. David decided to purchase it. Looking at the kit, it was not too bad but the figures looked like they needed some work.



TRIP TO 2013 NATIONALS

Brian also made a purchase of a humongous kit, an Anigrand C-5 and its 1/144 scale, it is BIG!

The four of us had decided to get an early dinner, and get back in time to get a seat for the awards presentation. Joe, Mark Deliduka, and Gordon were attending the banquet; Terry said he did not like BBQ which surprised me. We went over to the BBQ place near the hotel, Noordy's, and got seated, placed our orders for food and drink and it was not too bad.



Noordy's Dinner crew

Mark doesn't look to happy. Did they get his order wrong? (Ed.)

Getting back to the hotel around 6:30 PM the banquet was just starting so we waited outside the hall. I had been to a banquet, did not find the food very good but at least you have a seat for the awards presentation. When the banquet was just about finished we saw a few people just walk in that had not attended the banquet so we did the same thinking at some point it may be a rush

for chairs. Surprisingly they had rows of chairs setup for people just attending the presentation. Whoever thought of that, good job!

The awards presentation lasted till around 10:00 PM I think, I'm not going to go into detail how everyone did other than to say the club and local So. Cal. area guys did really well. After the presentation we went into the contest room to gather up our models because the contest room had to be cleared that night. For me it was easy, I had the one container for my models which I got my models into and placed in the van for the trip home. Brian and David did the same but Mark was having an issue. Apparently he was missing a container and as the contest room was thinning out it became obvious it was gone. None of us had our names on our containers, Brian made most of his himself and they were unique to his models. Mental note #2... Label my containers. We did find a box to put his models in and Mark was able to secure them inside the box. That was that, now for the trip home.

Sunday August 18th

Got up, had the hotel breakfast and loaded the rest of our things into the van, Gordon had graciously taken the Group Mustangs for us and that gave us enough room for all our purchases. Heading towards home now the weather was beautiful, we were taking the shorter way home through the Rockies, Utah, and Nevada route. Our stop for Sunday night was in Richfield Utah which is almost exactly half way.



TRIP TO 2013 NATIONALS

Our discussion was mostly about the show, who did well, any controversies (there are always some), and talk about IPMS OC hosting another Nationals.....yikes!

And overall a lot of deep thinking, such as Brian here.



Monday August 19th

Getting on the road Monday, the travel was good, got to Brian's house around 2:00 PM dropped him off and David was next, then Mark. I got home before 4:00 PM and decided to turn in the vehicle before Avis closed so I did not have to do it on Tuesday. Funny thing when I returned the van Avis did not even do a check of the vehicle for damage, not that there was any but I made sure there was no damage.

Overview

For me I totally enjoyed the Nationals. 10 chapters from the area pitched in to help, they pulled off a fantastic event. The hotel staff was very pleasant and always had a smile, the rooms were very nice with a bed plus a pullout. There were some good places to eat, the four of us did not do any field trips and the seminars seemed light, just my opinion, and it seemed vendors were a little light not many of them had the newest products. The raffle seemed sort of like a regular contest, some items looked less than stellar, not many good items unless tickets were purchased for the grand prizes

With that being said there were over 2500 models entered, weather great, excellent venue to hold the Nationals and I hope that if they ever decide to do it again. I'll show up.





CUMBRES & TOLTEC NARROW GAUGE RAILROAD

BY TERRY HUBER

Once the IPMS National Convention in Loveland Colorado was over, with the models packed up it was time to head out Sunday morning from the hotel. My driving partner, Pascal Zandt and I left the Convention hotel and headed south on I-25 towards a town called Antonito in southern Colorado. We were going there to ride the Cumbres and Toltec narrow gauge railroad. Not quite as famous as the Durango & Silverton Railroad in Durango CO, but nonetheless the C & TS as it's called runs from Antonito to Chama New Mexico and is still high on the list of railroad aficionados.

The C & TS was once an extension of the San Juan Valley line built by the Denver & Rio Grande Railroad (D&RGW). Mining operations south of Alamosa to Antonito and into the San Juan Mountains was the main reason for the extension. Narrow gauge at 3 foot track width can handle the tight turns and narrow tunnels in the San Juan Mountains. An extension was built off of this line which became the Durango Silverton line. Today both lines operate their "modern" engines being built in 1925 by Baldwin Locomotive in Philadelphia PA, as a ten engine fleet of K-36 Mikado's. These are 2-8-2 locos with a coal tender. We arrived at Antonito late Monday afternoon, took a few photos of the station, the engines and some rolling stock. With the weather threatening with rain, we headed back to Alamosa to spend the night. We would be back to Antonito on Monday morning for the 10:00 a.m. departure time.

CUMBRES & TOLTEC NARROW GAUGE RAILROAD



Main entrance to the C & TS station at Antonito. Engine 495 is the gate guard.



Engine 488 out back of its storage shed with the fire just burning enough to keep the boiler heated overnight.



Antonito station. The car to the right is the parlor car where we would board tomorrow morning. At that time, engine 488 will be switched to the front of this group of seven cars to begin the first leg of the trip.





CUMBRES & TOLTEC NARROW GAUGE RAILROAD

Before we made the drive down to Antonito, early the next morning we went down to the Alamosa station to get a couple of pictures of the SD90's used by the San Luis and Rio Grande RR (SLRG). This line is still in use and by the name on the train has some heritage. Below are a SD90 and also another early steam engine we found in the yard.



After a few more photos we headed south to Antonito. We arrived at the station and after a few pictures we boarded the train. The parlor car has 20 chairs arranged inside the beautifully restored car with its sculpted ceiling and original lamps. Of course we were able to order up a couple of Bloody Mary's for the beginning of the trip, along with coffee, some pastry, fruit plates, juices and soda as much as you felt like. The thing about this car was that we were at the end away from most of the smoke, and you could go forward into the other cars during the trip, but no one else could come back to our car. I highly recommend this approach.





CUMBRES & TOLTEC NARROW GAUGE RAILROAD

The plan for this trip was to ride with engine 488 on the way up to a place called Osier, have lunch, and then board engine 489 for the return trip back to Antonito. This railroad has different trip options like taking the entire 64 mile trip from Antonito to Chama, and then come back by bus to your home station. You can also go up and back from either Antonito or Chama. Osier is an old toll road way station at 9637 feet. They have a cafeteria style lunch during the stop. More on that later.

We would head out of Antonito station at 7888 feet and climb to Osier slowly but surely. These trains actually go a lot faster than the 20 miles per hour at most that we ran. The idea being that with the equipment and track conditions, you won't go much faster than this to be safe. This is the highest narrow gauge RR in the country. Lots of volcanic activity ages ago as rocks and boulders from dormant volcano Mt. San Antonio below left are thrown everywhere. There are actually a few hot spots on the mountain today. Slowly we make our way to higher country.



We climbed high along the Los Piños valley and river 600 feet below the tracks. We would be stopping at an old way station called Sublette for water for the engine which is pumped up from the Los Piños River below. Since we could not disembark the train at this point, Pascal and I went forward to look at the other cars.





CUMBRES & TOLTEC NARROW GAUGE RAILROAD

As we moved forward into the other cars the train completed its water stop and we began moving up into the San Juan Mountains at that massive speed of 14 miles an hour. The other cars are not quite as nice as you have from back of the train to front – Parlor car \$169, the Deluxe Tourist \$129, or the Coach for \$79. The outdoor gondola high sided flat car is the same as Coach. Of course Triple AAA discounts will knock off around \$10 per pass. Photo below of Coach and open gondola. Some riders had safety glasses on for the coal embers that may come into the gondola. Good idea if you are riding outdoors.



The gondola car is actually a pretty good place to take photos from. Aside from the coal ash you can get some great shots. Below photos are climbing towards Toltec Gorge and Phantom Canyon. The first tunnel we pass through is Mud Tunnel at 342 feet long supported by timbers.





CUMBRES & TOLTEC NARROW GAUGE RAILROAD

Next up was Phantom Curve so named for the appearances of phantom shadows on the canyon walls that the original crews working on the line observed overnight at this site. When you build a railroad in the Rocky Mountains, the practice is “Go through what you can’t go around. Next tunnel coming up was Rock or Toltec Tunnel at 366 feet long blasted by black powder entirely through Precambrian rock – no supports. At the exit there is a small tribute monolith to President James Garfield erected in 1881 after his assassination during office.



Exiting Rock Tunnel



Finally made it to Osier for Lunch



CUMBRES & TOLTEC NARROW GAUGE RAILROAD

As I stated on the previous page we climbed a little higher through some tight passes and made it to Osier. Now it was time to disembark and get some lunch. Nothing special but the food was decent. Soup and Salad bar along with the dessert cart was downstairs, while in the cafeteria upstairs it was a typical line to feed lots of people. The choices were baked turkey, meat loaf, mashed potatoes / gravy, nice looking Mac & cheese, some corn and fruit and of course fountain drinks including sugar free. Picnic style seating and the help was great. Engine 488 would travel on to Chama NM, while we took 489 back to Antonito.



Cafeteria building at Osier



Section bunkhouse where replacement crews would stay overnight before changing trains



Bunkhouse and water tower at Osier



Sign on the section house





CUMBRES & TOLTEC NARROW GAUGE RAILROAD

At this point after lunch it was pretty much board engine train 489 and head back to Antonito. Same route going back with a lot of different people that had come onto this train from Chama to Osier. I think next time I'll try the Chama side up to Osier. There is crossing of Long Creek on a 100ft trestle and an even a higher pass at Cumbres (Crest in Spanish) at 10015 ft and another trestle at Cascade Creek 408 feet long and 137 feet from the canyon. This is an entire day trip starting at 10:00 a.m. to around 5:00 p.m. back at Antonito. I highly recommend it for anyone especially rail fans.

That afternoon we drove to Durango Colorado to spend the night. The next morning we got up and went down to the Durango station and took photos of engine 486 getting ready to depart for Silverton. I think this trip is next on my list.





OrangeCon Awards Sanding Party 2013 By David P. Frederick

As many of you know the OrangeCon trophies are made of wood. This wood has to be layered together and cut into first, second and third place lengths. After the executive council meeting at Brian's house on August 31, several masked volunteers sanded the OrangeCon trophies. It was a hot and sweaty afternoon and took over two hours but, these masked men once again produced finely sanded trophies that are worthy to be called, the OrangeCon trophies. Here is the crew that helped sand the trophies for 2013 OrangeCon.



Sean



Joe



Brian



Darnell



David



Jeff



Terry



Leigh

And now for the 'Real Men' that don't need no stinking masks (Ed.)



Lower Left Coast NNL Model Car Contest

By Foster Rash

On August 17th Saturday morning I packed up the Ed Roth shop and half dozen models and headed south for the 5th Annual Lower Left Coast NNL. The event is sponsored by the San Diego Model Car Club and Model Cars Magazine. The venue was in Carlsbad which is less than an hour drive from most points in OC. The theme this year was custom cars. The \$10 admission included entry of up to 10 models and the proceeds went to Victory Junction, a camp for children with serious illnesses.

An NNL event is a presentation of models in a noncompetitive atmosphere. NNL stands for “National Nameless Luminaries” which was a sarcastic reference in a difference in opinion back in the ‘70’s within the car modeling community between those who preferred judged competitions versus those who just wanted to visit with fellow modelers and admire one another’s work. You can Google NNL to get “the rest of the story” if you’re interested. At an NNL the hall is always open so there is ample time to view all the entries, take photos and visit. The models are not displayed in categories and are typically grouped by builder. The San Diego club gives *Fab Five* awards to the top five adult models and *Top Trio* awards for the top 3 Junior models. Models are chosen by people’s choice ballot like our IPMS monthly meeting contests.

As usual for this event, there was a good turnout and over 200 automotive models were on display. It is interesting how tastes in subject matter can change. Drag and sports racing cars of the ‘50-‘70’s era appeared to make the strongest showing this year. Hot rods and street machines were also numerous. Five years ago, NASCAR subjects were very popular but not so the last couple of years. There were several motorcycles, a few large scale (larger than 1/24-1/25) vehicles and even some classic cars on the tables. Customs and Low Riders have always had a prominent presence as was the case again this year. You can count on the guys from *Down 2 Scale* model car club for some fantastic paint jobs!

Lower Left Coast NNL V
Saturday, August 17, 2013 • 9:00 am to 3:00 pm

The Carlsbad Senior Center
799 Pine St., Carlsbad, CA

Theme:
Custom Cars

Sponsored by
Model Cars
MAGAZINE

A benefit fundraiser for
VICTORY JUNCTION
Founded for kids in honor of Adam Petty
a Hole in the Wall Camp.

A camp for children with chronic medical conditions and serious illnesses

Entry Fees
Adults: \$10.00 (up to 10 entries), additional entries \$1.00 each
Juniors (16 and under): Free (up to 10 entries), additional entries \$1.00 each
Military: Free with valid Military ID (up to 10 models), additional entries \$1.00 each

Downloadable forms and contact info available on our web site
www.LowerLeftCoastNNL.org

NNL Model Car Contest

There was also a mini car show in the parking lot thanks to those who drove their full size toys to the event. Now some photos.



Tables full of cars, trucks, bikes and a boat!



I displayed five Ed Roth creations with my shop diorama. My little display attracted three more Roth vehicles from another modeler: Orbitron, Rotar and Mailbox. Plus a Rat Fink character!



Roth's Maywood shop. From left to right: Outlaw, Beatnik Bandit, Orbitron, Rat Fink, Rotar, Mailbox, '55 Gasser, Tweedy Pie, Mysterion



Roth Mailbox and Rotar



Roth Orbitron with Rat Fink and “Revell box”

Seen at the show



Ferrari 330 P4

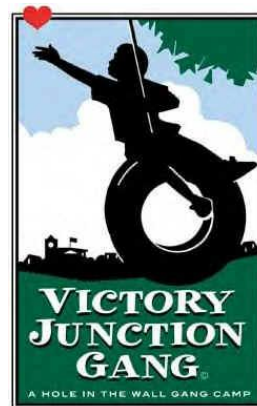
He pranked me pretty good. I was unaware that Orbitron had ever been released in other than a resin kit. But his Orbitron was displayed with a Revell kit box. He had photo-shopped his own box art with Roth and Orbitron on a barren Martian landscape. Very convincing, he got me good!

One of the things I like about automotive subject matter is the freedom to build whatever you want, however you want. It is a genre that encourages kitbashing, scratch building and creativity. An aircraft modeler couldn't get away with putting an Allison V12 in a FW190 but you can bet some gearhead has stuffed one in a car!

Paint jobs are limited only by the builder's imagination. There's a prototype for everything in the auto world. Oftentimes I find very interesting and creative models at an NNL even though the build quality may not be “contest quality” by IPMS standards. The builder most always has a good story behind the build and may even have the 1:1 subject at home in his garage!



Harley “Bobber” 45 C.I. flathead in 1/9th scale



More NNL Left Coast Photos



Bugatti Atlantic 1/12th scale



Who ya gonna call? Ghostbusters Caddy 30 years later



Monkeemobile. Have you ever seen one of these kits built?

Hayden Proffitt Corvair funnycar (below)



F/A 18 Hornet turned Land Speed Record racer



"Ferris Bueller" Ferrari 250 California





Ford Panel truck converted to a Phaeton
(below)



Chevy radical custom



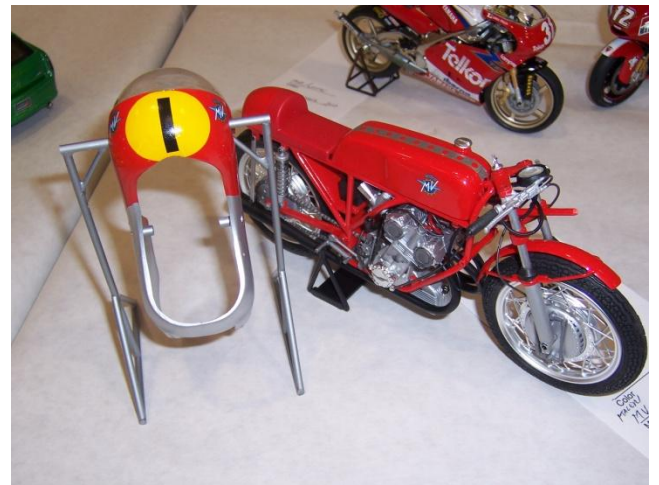
Stock Model T Ford, very clean OOB build



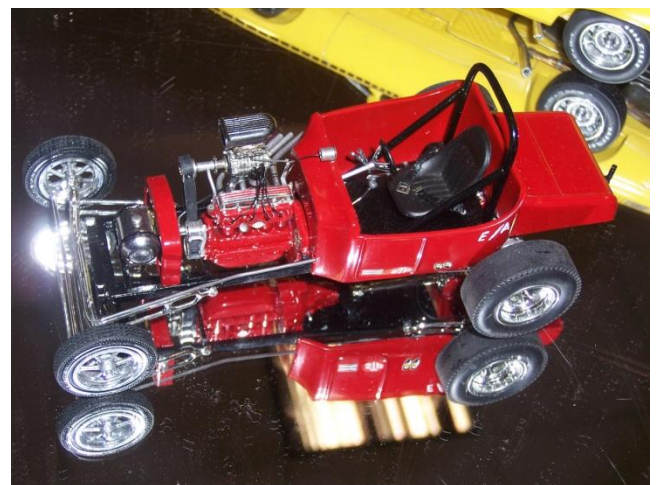
Drag boat with fully detailed engine and interior (below)



John Surtees '56 MV Agusta. Faring is hung on stand



E/Altered roadster with 4 cylinder engine, S.Co.T supercharger and a Cragar head





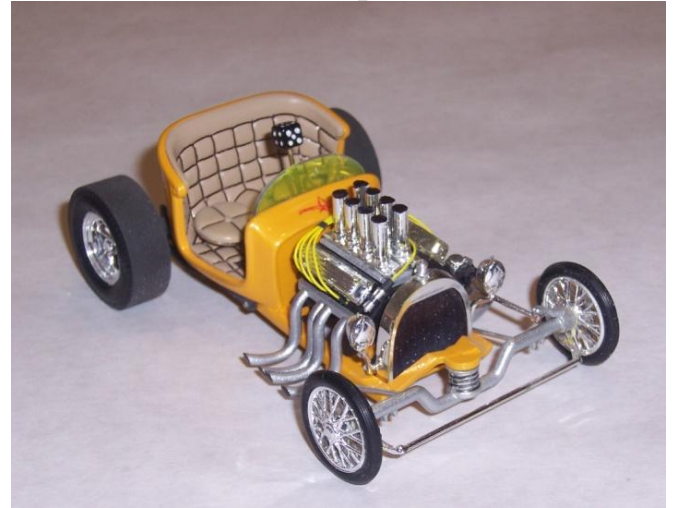
Incredibly well researched and detailed
SCCA road racing Corvette (below)



1/12 scale Morris Minor Traveler.
Beautifully handmade wooden surfboards on
roof and decals from every surf shop and
board maker you've ever heard of - and even
some you haven't!



This roadster appears to be a creative use of
leftover parts.



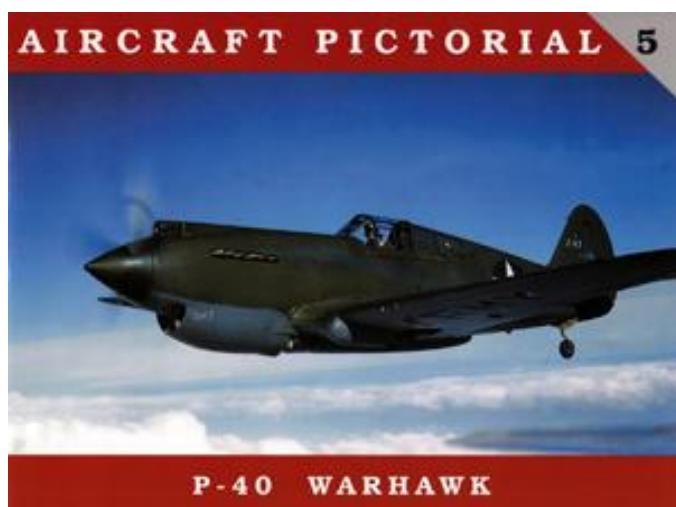
I usually find great bargains with the vendors at this show. They seem to attract vendors from outside southern California, plus locals just thinning their collections. The vendors were definitely pricing to sell and most kits were in the \$5-\$15 price range. I bought a Revell Germany Porsche 904 Carrera GTS and an Alfa Romeo Giulietta Spider for \$10 each, but my big score was a 1/16 scale Minicraft '31 Ford hot rod roadster for \$7. "Seriously started," as Brian would say, with a god-awful thick blue paint job on the body that had wrinkled and cracked. A good soak in Simple Green will take it back to virgin plastic.

Three raffle drawings were held. Unlike Dave Frederick, when it comes to raffles I subscribe to *it only takes one to win* theory and do not buy a gazillion tickets. So how did I do? Didn't win a thing!



Book Review **By Nat Richards**

Title: P-40 Warhawk
Author: Dana Bell
Publisher: Classic Warships Publishing
Pages: 72
MSRP: \$ 17.95



This addition of the Aircraft Pictorial series of books published by Classic covers the P-40 up through the C version. These were also called, the “long nose” Warhawks because the long gearbox of the early model Allison V-1710, V-12 engine, required a greater length than the later marks.

Covering the American P-40-CU (the original production version), P-40B and P-40C versions, as well as the P-40s retrofitted to serve as high-speed, high-altitude photo-reconnaissance aircraft which were retroactively identified as P-40A. This book does not cover the production of aircraft for the RAF, but Mr. Bell does explain some of the differences between aircraft built for US and RAF orders.

The author has also provided in this book the first cogent explanation of how/why some the original production batch P-40-CUs, which had some serious issues with aerodynamics caused by the initial design of the wing fairings, were damaged in landing accidents that the RAF was persuaded to let the USAAF have 50 sets of wings from their Tomahawk order so that the damaged aircraft could be repaired. Unfortunately, there were differences in the structure of the wings, so it required some modification to put the new wings on the old fuselage. The resulting hybrid was designated P-40G because Curtiss had already developed derivative designs designated up through F.

The author has gathered more than 120 outstanding photographs in both color and black-and-white. These not only provide general images of aircraft, but many fascinating detail photos taken of aircraft under construction or from technical manuals. There are only four pages of body text, the rest of the weight of information is provided through the photographs and brief captions.

This latest edition to a growing series of monographs for the model builder is an absolute must have for anyone modeling an early version of the P-40!



TOO FAST TO LIVE, TOO YOUNG TO DIE

The racing career of James Dean

By Foster Rash

The Last Ride



James Dean bust at Griffith Park Observatory



Polonio Pass



James Dean Memorial Junction

Picking up the story from last month, James Dean was a young actor whose star was on the rise. He had performed well as a rookie sports car racing driver and had just taken delivery of one of the hottest race cars of the day, a Porsche 550 Spyder. An upcoming race in Salinas was to be his first outing with his new Porsche.

The highway Dean drove on the way to the race has also become part of the legend. A friend of mine had just bought a new Lexus and we were going to drive it up to the Monterey Historic Automobile Races at Laguna Seca. We thought we would retrace the route James Dean drove in September 1955 following an account published in *Car & Driver* magazine. The times shown in the chronology are those of Dean's last ride.

7:20 am

Dean had been up late the night before due to the excitement of the coming race. His friend and landlord Nicco Romanos arrived, made coffee and got him going for the day. Dean dressed in light blue slacks, a white t-shirt, a red windbreaker and a pair of sunglasses. He loaded his '55 Ford Station wagon, which he used to tow the race car and trailer.

7:40

Dean picked up Bill Hickman at his house and the two drove down Sunset Boulevard, turned onto Vine Street and then on to Competition Motors. Dean's deal with von Neumann included a mechanic to accompany him to every race.



Rolf Wutherich, ex-Luftwaffe glider pilot and paratrooper, was an experienced (Le Mans) Porsche factory racing mechanic. When Dean and Hickman arrived, Wutherich was still prepping the car.



Former Competition Motors building



Rolf Wutherich

9:45

Sanford Roth, a photographer, arrived. Roth had been following Dean for several days doing a photo essay for *Collier's* magazine. He planned to take photos of Dean racing his car.

10:30

Dean's father Winton and his uncle Nolan arrived and they all walked across the street to the Hollywood Ranch Market for coffee and doughnuts (Remember the old late night Steve Allen TV show when he would go across the street to the Hollywood Ranch Market, open 24 hours, and do comedy interviews with the bizarre shoppers?). Dean asked his father and uncle to accompany him on the trip but they declined the offer.



Hollywood Ranch Market "We never close."

11:45

They returned to Competition Motors. The car was ready. Wutherich had installed a seatbelt for the driver's seat. Racing rules did not require one for the passenger seat. Dean was itching to drive the Porsche to get more experience behind the wheel before the race. He made the fateful decision to drive it to Salinas. He reportedly said, "With a car like this, who wants to be shut in that old bus (referring to his Ford station wagon)?"





In high spirits

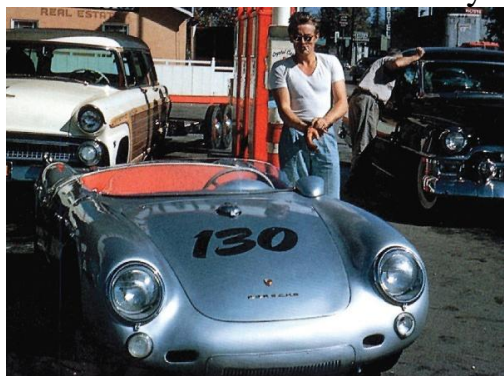
1:15 pm

The party departed Competition Motors. Dean drove the Porsche and Wutherich rode shotgun. Hickman and Roth followed in the station wagon with the trailer.



Off to the races

They drove north on Vine, took Cahuenga over the pass into The Valley and then west on Ventura Blvd. Dean stopped for gas at a Mobil station on Ventura and Beverly Glen.



Filling up, last photo of James Dean alive

The service station is now a flower shop but the island where the gas pumps were still remains. A macabre coincidence is this is the gas station where the Manson family washed off the blood following the Tate murders.

2:00

Back on the road, they continued on to Sepulveda Blvd to Hwy 99 (now I-5) north over the Grapevine. Driving north on I-5 today, as you approach Magic Mountain you can see stretches of old 99 on the left side of the road.



Heading North on 99

3:00

Wutherich wanted to check the oil in the engine. They stopped at Tip's Restaurant at Castaic Junction; Roth and Hickman caught up. Rolf confirmed everything OK but cautioned Dean not to go too fast during the race the next day. "Don't try to win," he told him. "It's a big jump from a Speedster to a Spyder. Try for second or third. Drive for the experience." Dean had a piece of pie and a glass of milk. Rolf had some ice cream. Then they returned to the road.



Tip's Restaurant

They descended the Grapevine and entered the flatland oil fields south of Bakersfield.

3:30

California highway patrolman Oscar Hunter pulled Dean over for doing 65 mph, 10 miles over the limit, and wrote him a ticket. "If you don't take it slower," the officer told him, "you'll never reach Salinas alive." Hickman also got a speeding ticket.

CALIFORNIA HIGHWAY PATROL
NOTICE TO APPEAR

DAY OF WEEK: FRI DATE: 30 SEPT 67 TIME: 3:30 P.M.
 A.M. DAYLIGHT DARK-NO STREET LTS. DARK-NO STREET LTS.
 DARK-NO STREETS DARK-NO STREETS

DRIVER'S FULL NAME: JAMES DEAN
 RESIDENCE ADDRESS: 11111 N. GARDEN ST. SHANAHAN CALIF
 BUSINESS ADDRESS: WILSON BROS. BAKERSFIELD

YOU ARE HEREBY NOTIFIED TO APPEAR IN THE
 MUNICIPAL COURT
 JUSTICE COURT IN: TAFT
 AT: 15 SEAGRAM BLVD (CITY OR TOWN)
 (ADDRESS)

ON THE 1 DAY OF SEP IN SAT AT 11 A.M. TO ANSWER CHARGE
 OF VIOLATION OF SECTION NO. 26100
 A. YES NO
 VIOLATION: EXCESS SPEED

APPROX. SPEED: 65 M. P. H. LEGAL SPEED: 55 M. P. H.
 LOCATION: ROUTE 33 (NAME OR NUMBER OF HIGHWAY - SIDE STATE ST. AND SEC. 90.2) (CROSS) (CROSS)
 WEATHER: CLEAR TRAFFIC: HEAVY ROAD COND.: GOOD

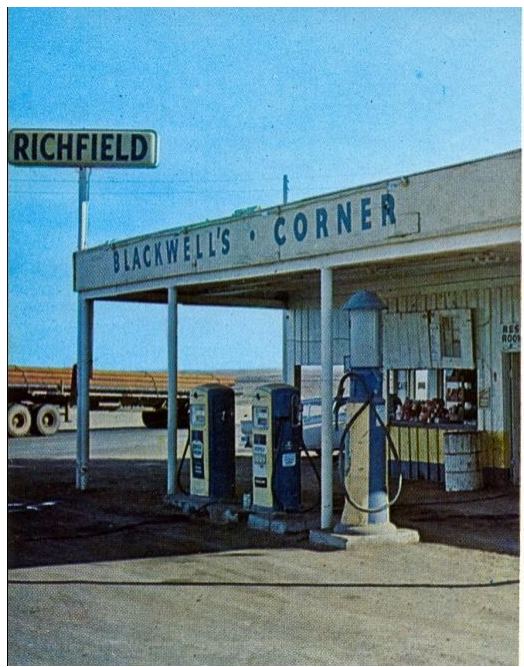
I PROMISE TO APPEAR AT TIME AND PLACE ABOVE INDICATED

DRIVER'S SIGNATURE: [Signature]
 DURING THIS HOUR IS A FAILURE TO APPEAR AS NOTIFIED AND NOT AN ADMISION OF GUILT.
 CP: PR 47 DATE OF BIRTH: 2 FEB 31
 REG. NO. 5-11-13 SEX: MALE HAIR: BROWN
 IDENTIFIED DRIVER: SAME
 ADDRESS: _____
 LIC. NO. 377167 STATE: CA **730248**
 MAKE: Porsche
 T.C. T.C. (UNDER 18 YRS. CAP.) COMM. (1) FOR CAP. OR OVER
 S.S. REGISTERED UNREGISTERED
 COMMODITY: W/ Hunter OVERLOAD: UNREGISTERED
 OFFICER: [Signature] RADIO: 498

© San Luis Obispo Tribune
Dean's last autograph

At one time there was a sign to mark the spot but we couldn't find it. At the bottom of the grade they took the quicker "racers route" which bypassed Bakersfield traffic and went through Taft. They left Hwy 99 and took Route 166 west to Maricopa then turned north on Route 33 towards Taft.

5:00



Last Stop: Blackwell's Corner

Shortly before 5:00 pm, Dean pulled into Blackwell's Corner at the intersection of Route 33 and Route 466. The general store and gas station now bills itself as "James Dean's Last Stop." There he found celebrity friend and racer Lance Reventlow, who was also heading to Salinas in his gray Mercedes 300SL. They chatted for a few minutes about their cars while Wutherich and Hickman pumped gas. Dean had an apple and a soda which would be his last meal. Hickman cautioned Dean that the Porsche was difficult to see. Due to its low profile and silver color it blended into the pavement.



Dean said not to worry and that he would wait for them in Paso Robles for the final leg of the trip to Salinas. By 5:15 the Porsche was on the road again. The group headed west onto Route 466 (now Route 46) into the setting sun.

5:30

Route 46 is a two lane road that follows the same path as old Route 466; it has probably not changed much since Dean drove on it. There was little traffic and Dean was going 100 mph. According to Wutherich, "He (Dean) was singing and whistling and never stopped talking about the things he was going to do with that new car. The only thought on Jimmy's mind was winning that race. There was no doubt of that, that's all he talked about."

After 25 miles of flat, straight road with only a single bend to alter its course, they reached the Diablo mountain range. Route 466 climbs and winds its way through Polonio Pass then descends into the Cholame Valley. Today Route 46 takes a different path through the pass but at several points remnants of the old road that Dean drove on are visible to the left.



Old Route 466 through Polonio Pass

5:40

As Dean began the descent into Cholame Valley, the sun was low on the horizon. At the top of the hill you can look down into the valley and see the intersection with Highway 41, which merges from the right at a 45-degree angle. Traffic on the road had increased and, according to Wutherich, they had reduced their speed to about 60 mph. Dean was passing cars on the two lane highway and actually ran an oncoming car off the road while passing another.

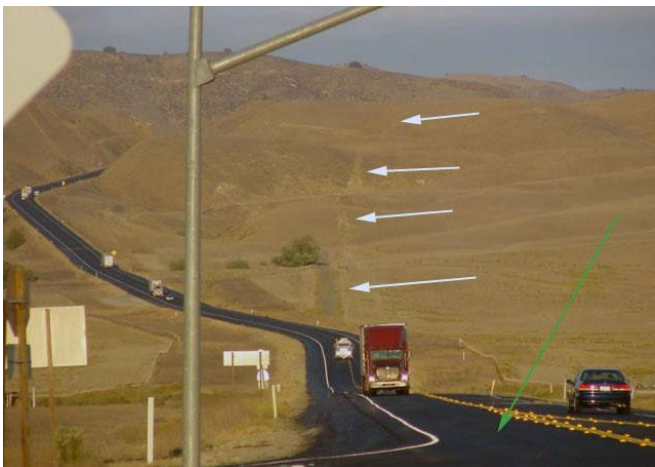
Approaching the intersection from the opposite direction was a '50 Ford coupe driven by a 23 year old college student named Donald Turnupseed. He attended Cal Poly San Luis Obispo and was on the way home for a weekend visit with his family in Tulare. Turnupseed was also a young man in a hurry who had been weaving in and out of traffic in his hot rod Ford.

5:45

The sun had just dipped below the hills and dusk was falling. Just as Hickman had worried, Turnupseed failed to see the low profile of the silver Porsche on the gray asphalt road as it rushed towards him. "This guy's got to see us!" Dean yelled over to Wutherich. But Turnupseed made a left hand turn across Dean's path from Route 466 to Route 41. Turnupseed later said, "I didn't see him by God, I really didn't see him." The two cars smashed nearly head-on.



Then - View of the intersection looking east



Now - White arrows indicate the location of old route 466. Green arrow is the approximate point of collision

The Ford was at an angle and hit the Porsche on the left side. The impact tore the left front fender off the Ford. The legend is that Dean was driving 100 miles per hour at the time of the collision, but the CHP investigating officer said that Dean was going about 55 miles per hour. The Porsche bounced across the intersection and came to rest in a ditch on the north side of the road.

The impact spun the Ford so that it sat across Hwy 466. Turnupseed said that the accident happened "in a snap of a finger."

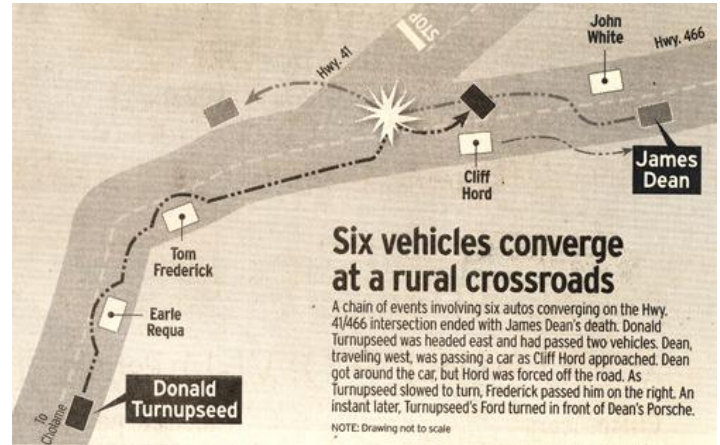
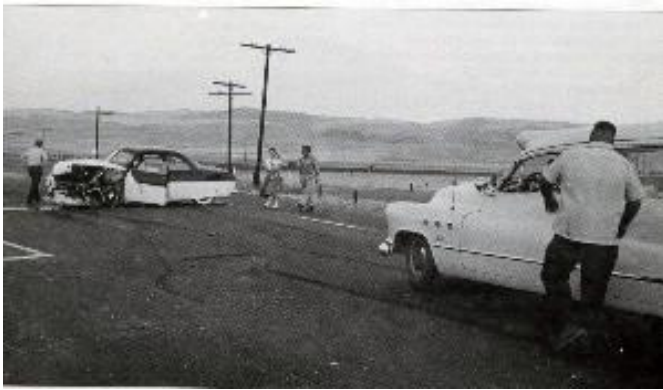


Diagram of the accident

The fragile, aluminum-bodied Porsche was twisted, the driver's door crushed, the steering wheel shoved over to the passenger's side. The car was almost torn in half. The Ford was stalled in the middle of the intersection with a demolished left front fender and damaged steering. Wutherich was thrown from the Porsche and was seriously injured with a fractured jaw and a broken leg. Dean was trapped in the car. His neck was broken; his body had been pushed over to the right side and was slumped over the passenger door. His foot was caught between the clutch and the brake pedals. His chest crushed where the steering wheel had smashed into him. He had multiple fractures of both arms and massive internal injuries, but he was still alive.



The Porsche



The Ford

In Porsche photo, they are about to put Wutherich on the stretcher. Dean has already been removed from the car and is in the ambulance. In the Ford photo, Donald Turnupseed is standing in front of his Ford (hands on hips). Paul Moreno is in the white shirt at the ambulance.

Hickman and Roth arrived on the accident scene minutes later. Hickman remembered an eerie silence; Roth remembered the Porsche looked like a crumpled pack of cigarettes. Turnupseed staggered out of the Ford, dazed and bleeding from a gash on his forehead, and limped toward the Porsche.

Roth and Hickman ran to the wreckage of the Porsche. Hickman said he pulled Dean from the wreck and is quoted as saying, "He was in my arms when he died, his head fell over. I heard the air coming out of his lungs the last time" (the CHP report contradicts this story). Roth took out his camera and began photographing. Hickman was angered that Roth would actually take pictures of Dean as he was dying.

Paul Moreno operated an ambulance and towing service from his gas station and auto repair shop in Cholame, which was about 1 mile west of the accident site. Moreno received the report of the accident shortly after it happened and phoned it in to the Highway Patrol in Paso Robles. CHP officers Ernie Tripke and Ron Nelson were having coffee before beginning their 6:00 pm shift when the call came in. When they arrived on the accident scene, the ambulance crew was working to extricate Dean from the wreckage. Tripke said he walked over to the car. "He looked to be in fairly normal shape, except for a few abrasions and, of course, the broken neck," said Tripke. Tripke contradicted Hickman's story of the death of Dean, "He was still alive at the time and breathing hard." Nelson also remembered that Dean was still breathing as he was put in the ambulance. Turnupseed suffered only cuts and bruises and wandered about the scene in a state of shock. He was not charged with causing the accident, hitchhiked home and was later absolved of blame by an inquest. Wutherich recovered and later returned to Germany where he became a rally driver for Porsche. He was killed in an automobile accident in Germany in 1981.

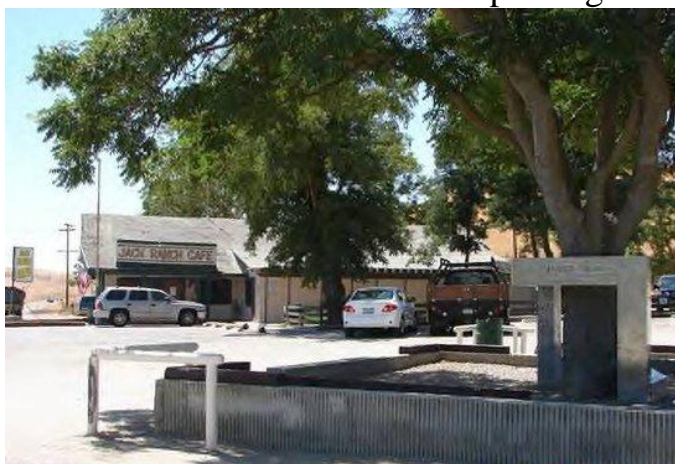


Officer Nelson directed traffic. It was a Friday night and the road was busier than normal with drivers heading westbound to the race in Salinas and high school football fans traveling eastbound to a game in Bakersfield. Reventlow, Johnny von Neumann and Phil Hill passed by the scene of the accident that evening on their way to the race. Nelson has said he did not believe Dean was speeding at the time of the accident, "My investigation of the skid marks indicated that Dean was going no more than 55 miles per hour through the intersection, which was the legal speed. I've heard people say that he was going 90 miles per hour. If he had been, there wouldn't have been anything left of the car."

Dean never regained consciousness and was pronounced dead on arrival at the hospital in Paso Robles.

The Curse of the James Dean Porsche

Moreno towed the wrecked cars to his garage in Cholame. The Jack Ranch Café presently occupies the site. There is a monument to James Dean in the parking lot.



James Dean monument in Cholame

Turnupseed returned a few days later and took some photos of the cars. He asked Moreno to sell his Ford and keep half the money.



The Ford at Moreno's garage

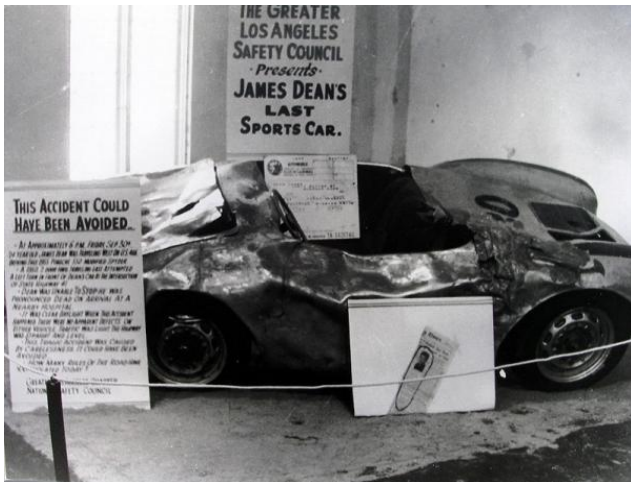


The Porsche at Moreno's Garage

The Porsche was eventually sold by Dean's insurance company to fellow racer Dr. William Eschrich. Eschrich transplanted the Porsche engine into the front of a Lotus 9 which he dubbed a "Potus." Eschrich sold several parts from the wreck. Dr. Troy McHenry bought some parts to put on his Spyder and was later killed in a race (but nothing to do with any parts from Dean's car).



After stripping it of all usable parts, Eschrich sold the crumpled shell of the car to custom car builder George Barris (Batmobile, Munster Koach). Barris straightened it somewhat and added some non-original parts to make it look more recognizable. He then made money by promoting and exhibiting it.



Barris' Speed Kills display

Thus began the legend of the curse of James Dean's Porsche.

- When the wreck arrived at Barris' garage, it reportedly slipped and fell off the trailer breaking a Barris employee's legs.
- Dr. Troy McHenry was killed at a race at Pomona 1956 when the Pitman arm in his 550's steering failed; however this was not one of the "cursed" parts. (Barris also bought the McHenry wreck).
- A kid trying to steal the Porsche's steering wheel slipped and gashed his arm.
- Barris sold two of the car's tires and within a week they blew out, almost killing the purchaser.

- While being used by the California Highway Patrol for a touring display to illustrate the importance of automobile safety, the garage housing the wreck burned to the ground but the wreck survived
- When the car was put on exhibit in Sacramento, it fell from its display and broke a teenager's hip.
- While being transported on a flatbed truck, it was involved in another accident. The driver of the flatbed was killed.
- While being transported from a safety exhibit in Florida, the car mysteriously vanished from a sealed transporter, never to be seen again.

Most of the components that Dr. Eschrich sold from the car have been accounted for and their history confirmed.

- The engine along with "Potus" is owned by the doctor's son Tyler Eschrich.



Eschrich "Potus"



Dean engine in Potus



The Transaxle

- The transaxle assembly of the Porsche is in the possession of car collector Jack Styles.
- Passenger door is in the Volo Auto Museum in Volo, Illinois. The museum has a standing offer of \$1 million for the rest of the wreck.
- No one knows when or if the body went to the crusher. Barris claims the car was returning from a speed kills promo in a sealed transporter and the vehicle simply vanished! Others say Barris scrapped it in 1960 after he was no longer able to get bookings for it or find a buyer.

Who was Donald Turnupseed?



Donald Turnupseed while in the Navy

Donald Turnupseed never spoke of the accident to anyone except for an interview with a local paper the day following the accident and in a letter written a year later to a former shipmate. In the letter dated September 29, 1956 (almost a year to the date after the crash) he mentions the accident: "I am certainly sorry you have not heard from me before now but I have had quite a bit of excitement in the last year or so, first starting back to school then the affair with Dean. I am enclosing some shots of mine and Dean's cars...Thank God I got out of it in one piece." For the remainder of his life, Turnupseed refused to discuss the accident with anyone, never made any statements of guilt or remorse or accepted any responsibility for James Dean's death.

A classmate of Turnupseed at Tulare High School remembered he liked cars and did some racing with a Model A Ford hot rod. He enlisted in the Navy after high school. After his discharge, he enrolled at Cal Poly San Luis Obispo to study electrical engineering. He described his '50 Ford in the same 1956 letter to his shipmate. "I had my Ford fixed like we had planned on the ship."

He described the car as having a bored and stroked Mercury engine with Offenhauser heads, Engel cam and multiple carburetors. The accident photos show it to be lowered and customized.

Turnupseed settled in Tulare and became a wealthy man. He built the family electrical contracting business into a multi-million dollar company but kept a low profile and never spoke of the accident. He died in 1995.

The Model



Dean building a model car with his cousin Markie, Marcus Winslow Jr.



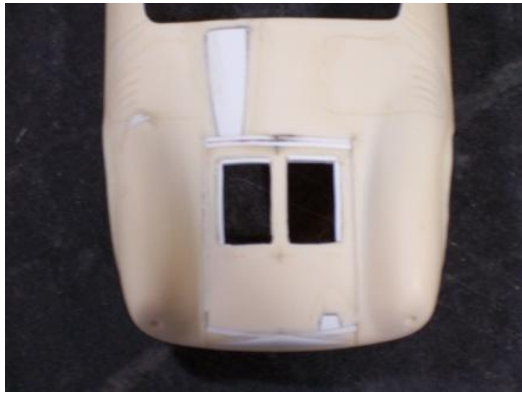
The model appears to be a Doepke screwdriver assembly die cast Jaguar XK120



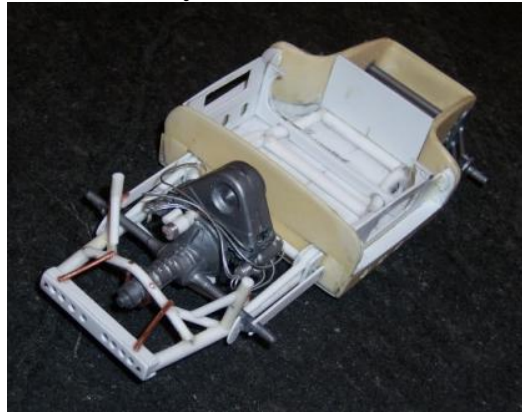
Doepke Kit



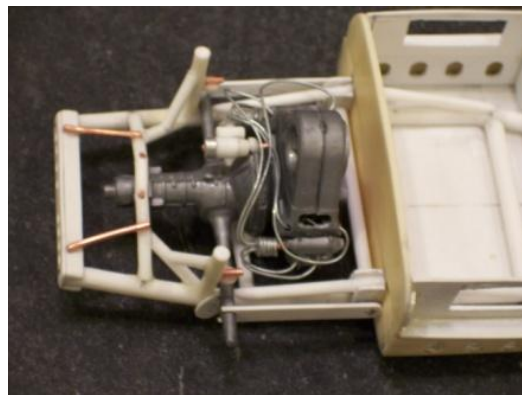
Modeling the James Dean Porsche was one of those “someday” projects in the back of my head. I kept waiting for a 550 Spyder kit to be released in a scale larger than 1/43. Model Factory Hiro came out with a 1/24 scale kit complete with a nicely sculpted Dean figure to put behind the wheel. But the \$150 price tag for a curbside (No chassis or engine details) was a bit much for my wallet. Coming across a \$5 Revell Porsche Speedster kit at a swap meet got things moving. I ordered a resin 550 Porsche and Dean “Rebel” figure from Jimmy Flintstone. The Flintstone model is also curbside but only \$20. But with some photos off the internet and the Revell Speedster donor, I figured I could build a reasonable representation with a chassis and detailed engine compartment. I brought my “work-in-progress” to an IPMS meeting one night. Fellow car modeler Max Kominsky is very knowledgeable about the 550 and pointed out a number of differences between the Flintstone car and the Dean car. Max was good enough to loan me his copy of Karl Ludvigsen’s excellent book on the Porsche 550.



Body modifications



Scratchbuilt chassis



Detailed Revell engine

Reworking the resin body was a fairly simple task which required removing a fairing and relocating the engine compartment vents. Using the reference photos in the book, I was able to fabricate a chassis from tube and sheet styrene and integrate it into the resin interior tub.

The Revell kit had the DOHC Carrera engine to which I added a few missing details (the Revell kit dates to 1961, good for the time but not up to today's standards). Max suggested checking if Model Factory Hiro might have their decal set available for separate sale. I contacted them and they had the decals for about \$10 including postage from Japan! After the MFH decals arrived, I found the Dean graphics on a website. Isn't that the way it always goes? I have included them for the benefit of anyone who would like to build the car in another scale and make your own decals. But for \$10 in 1/24-25th scale, the quality and convenience of the MFH set is unbeatable.



"Little Bastard" graphics

The project provided about 50 hours of modeling fun and frustration at a total cost around \$50.



Porsche 550 model



Club Themes for 2013 2nd Half

August 16th – My Dream Machine

If your wishes could come true. Build a Fantasy subject you could park in your garage or hangar.

September 20th – Out of the Box

Back to school with a basic build like you did when you were a little younger without the after-market or kit included doodads had yet to come. Any subject and scale.

Oktober 18th – OktoberFest

Let's make it a "Modelfest!" Break out the beer, pretzels, Bratwurst and sauerkraut. Any German subject. Military and civilian works here.

November 15th – Semper Fi

Not much explanation here. 239 years later still on call and first to land. Any USMC subject and scale. Oohhhrahhh

December 17th – SOS

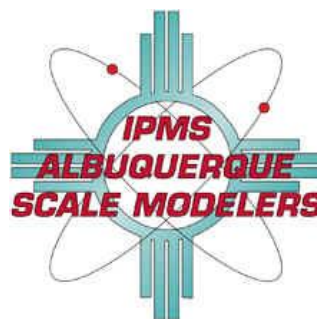
The distressed kit auction build. Complete any kit purchased from the December 2012 or June 2013 club auction.

January 17th, 2014 – Desert Storm 1

Seems like ages ago – 1991. Any subject operated by the coalition or Iraqi forces. Any scale welcome. "May the Sand be with you."

IPMS Chapter and Model Club Logos

Here are some more club logos from around the country.



IPMS LAS VEGAS CHAPTER



Event Calendar

Saturday, September 7

14th Annual Invitational Contest
Desert Heights Elementary School
13948 Mt. Bismark
Stead, NV
Contact: Douglas E. Summers
775-835-0140
IPMS Reno High Rollers

Sunday, September 29

Tri-City Nine Classic
“Soldier of Orange”
Milpitas Community Center
Main Auditorium
457 E. Calaveras Blvd.
Milpitas, CA
Contact: Mike Burton
408-821-4686
IPMS Fremont Hornets

Saturday, October 5

OrangeCon
University Conference Center Pavilion
800 North State College Blvd.
Fullerton, CA
Contact: Nat Richards
949-631-7142
IPMS Orange County

Saturday, November 2

ModelZona
Commemorative Air Force
Aviation Museum
2017 N. Greenfield Rd.
Mesa, AZ
Contact: Wendell Rogers
480-797-9592
Craig Hewitt Chapter
IPMS Phoenix

Saturday, November 2

Desert Classic XVII
Theme “A Day at the Zoo”
Antelope Valley College
Cafeteria Entrance
3041 W. Avenue K
Lancaster, CA
Contact: Thomas Hammel
661-822-4973
IPMS Antelope Valley Group AVG

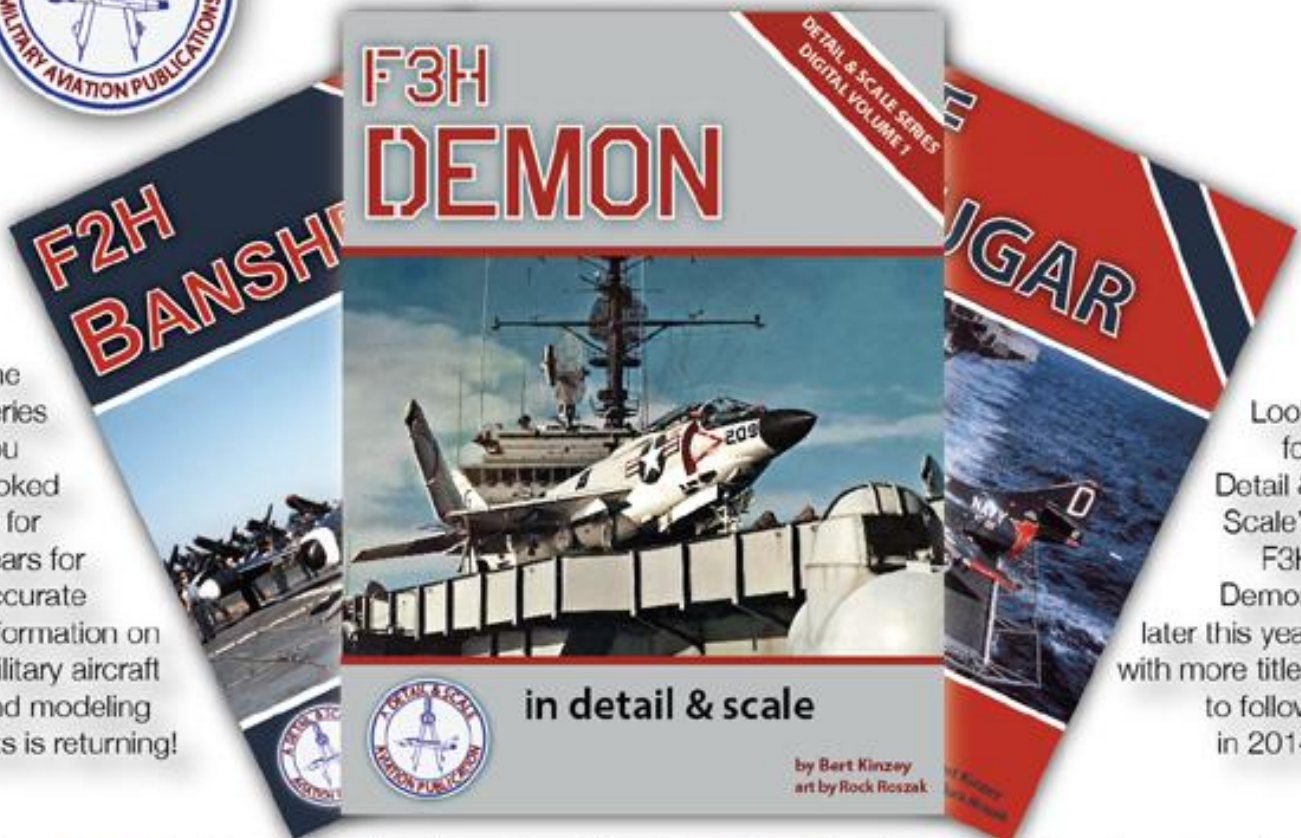
Saturday, November 10

Kit Collector’s Exposition & Sale
“The Keller Show”
UFCW Local 324 Union Hall
8550 Stanton Avenue
Buena Park, CA
9:00 a.m. to 3:00 p.m.
kitcollectorsshow@yahoo.co



BERT KINZEY'S DETAIL & SCALE IS BACK!

The First Digital Detail & Scale Volume: The McDonnell F3H Demon



The series you looked to for years for accurate information on military aircraft and modeling kits is returning!

Look for Detail & Scale's F3H Demon later this year with more titles to follow in 2014



For decades, the Detail & Scale Series set the standard of providing military aviation and modeling information for the enthusiast. Detail & Scale now returns and enters the digital age with new books that carry on that established standard and take it to a new level. Published in both iBook and Kindle formats, these books will have all the features of the popular Detail & Scale Series of printed books, including the Modelers' Section but will have more color and more photographs as well as extensive artwork.

Look for updates on the new Detail & Scale Series on our website: www.detailandscale.com

You can also find us on Facebook at: <https://www.facebook.com/milavnarc>



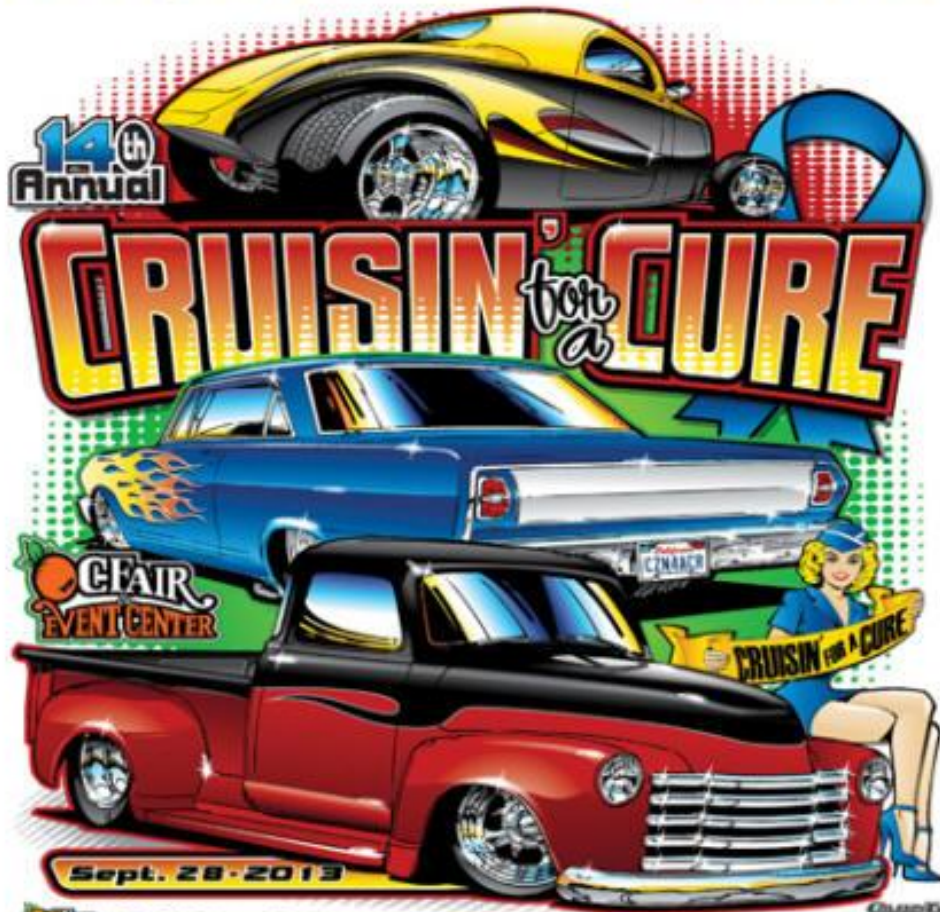
Features of Detail & Scale's first digital publication on the McDonnell F3H Demon include:

1. A complete **Developmental History** of the aircraft including how it was designed to meet specific needs of the Navy and where it fit in to the development of carrier based jet fighters in the 1950s.
2. A chapter on **Demon Variants** that covers the prototypes and each production version of the Demon, explaining in considerable detail the differences and the weapons each could employ.
3. A chapter called **Demon Daze** written by several pilots who flew the Demon. This chapter is filled with informative and interesting observations from pilots who actually strapped into the aircraft and took it into the skies!
4. A chapter covering **Squadrons & Deployments** takes looks at every squadron that flew the Demon with paint schemes and markings illustrated by photographs and color artwork developed specifically for this publication. Every deployment made by these squadrons is covered with a brief unit history of each. Many rare and never-before-published color photographs of Demons are also included in this section and throughout the book.
5. **Demon Details** is *the most extensive detail chapter ever included in a Detail & Scale publication* illustrating the Demon with scores of detail photographs. All of the photos are in color, and almost all were taken specifically for this publication to provide the best and most complete coverage possible in this detailed look at the aircraft.
6. Detail & Scale's usual **Modeler's Section** that discusses, reviews, and illustrates the scale models of the Demon.
7. Other features of the book include four-view scale drawings in color and original and highly detailed artwork illustrating the cockpit details and the two types of ejection seats, all of which were created specifically for this publication. There is also a look at the restoration process for the Demon on display at the National Museum of Naval Aviation.

Simply put, it's the most detailed look at the F3H Demon ever published!

OF COURSE, IT'S FROM DETAIL & SCALE!!!

Sept. 28th-2013



OC Fair & Event Center Time: 7 AM to 5 PM WWW.CRUISINFORACURE.COM



Model Car Contest

Special thanks to organizer Mark Jones of Scale Master.

Sponsored By: Scale-Master Decals

Special Awards for:

Best Of Show, Best Engine, Best Finish, Best Interior

Trophies will be awarded for 1st, 2nd and 3rd place winners in all categories.

Questions??? Call Mark at 714-848-4645 or

ScaleMaster@aol.com

IPMS Orange County Presents: OrangeCon

Model Contest and Vendor Fair

JOIN US THIS YEAR AS IPMS ORANGE COUNTY PRESENTS
A SALUTE TO 

Saturday October 5, 2013

Location:	Pavilion at the University Conference Center Cal State Fullerton 800 N. State College Blvd. Fullerton, CA 92834 (State College and W. Campus Dr.)	
Schedule:	Open to the Public Vendor Setup Model Registration Contest Room Closed Awards Presentation	9:00 AM to 5:00 PM 8:00 AM to 9:00 AM 9:00 AM to 11:30 AM 12:00 PM to 3:00 PM 3:30 PM to 5:00 PM
Admission:	Spectator Admission Contestant Admission (includes first three models) Contestants under 12 Model Entry fee after first three models Adults Junior & Young Adult	\$5.00 \$10.00 Free \$1.00 each Free

Be a part of Southern California's largest exhibit of scale models of all types.

For more information:
IPMS Orange County, P.O. Box 913, Garden Grove, CA 92642
949.631.7142 • web: www.ipmsoc.org • e-mail: ocipms@aol.com

OrangeCon Vendor Information Form

Please send my OrangeCon Vendor Information and Contract to:

Name: _____

Business Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Tel: _____ Fax: _____

I am interested in reserving _____ 30" x 72" undraped table(s) @ \$45 each.

Vendor Table Registration Instructions

All Vendors at OrangeCon, conducted by the IPMS Orange County chapter, must complete our Vendor Rental Contract.

Please use this form to begin the vendor registration process and to receive a Vendor Rental Contract from IPMS Orange County. You can also download a copy from our website www.ipmsoc.org.

Your table reservation will be held for 30 days to allow you time to complete and return the contract. If you have not returned your completed contract within 30 days, your reservation will be canceled and your payment returned. Only once you have read, completed and mailed the contract back to IPMS Orange County with your Registration Payment, will your table(s) be reserved for you.

Please mail this completed coupon to:
IPMS Orange County,
P.O. Box 913,
Garden Grove, CA 92642.

All winning entries from past IPMSOC OrangeCons and IPMS Nationals prior to 2013 are not eligible to compete in OrangeCon 2013.

Unmodified Pre-Finished and/or Factory Assembled Models are not eligible for entry in OrangeCon. The model MUST be the effort of the individual whose name appears on the entry form.

To be eligible for Out of Box, model must be accompanied by kit instruction sheet. One OOB Award per Division.

IPMS Orange County is the sole arbiter of Contest Categories and Contest Rules. IPMS Orange County reserves the right to make changes and additions at any time. The rules in effect at OrangeCon 2013 will be available prior to, as well as on, the day of the event.

IPMS Orange County reserves the right to split categories and/or offer additional awards based upon model entry, without prior notice.

All Awards will be decided by panels of competent and impartial judges using IPMS Guidelines. All judges decisions are final.



OrangeCon

Model Contest and Vendor Fair

SHIPS

1. Ships, 1/451 & Smaller (All types)
2. Ships, 1/450 – 1/145 (All types)
3. Submarines, 1/145 and Smaller (All types)
4. Ships and Submarines 1/144 and Larger (All Types)

MILITARY VEHICLES

5. Allied Tanks/Assault Guns, Closed Top, 1945 & Earlier (All types, 1/35 & Larger)
6. Axis Tanks/Assault Guns, Closed Top, 1945 & Earlier (All types, 1/35 & Larger)
7. Tanks/Assault Guns, Closed Top, 1946 & Later (All Types, 1/35 & Larger)
8. Artillery & Open Top Self-Propelled Guns (All Types, 1/35 & Larger)
9. Wheeled, Half Track, Tracked, Armored Vehicles (1/35 & Larger)
10. Wheeled, Half Track, Tracked, Un-Armored Vehicles (1/35 & Larger)
11. Medium Scale Military Vehicles Allied (All Types, 1/36-1/50)
12. Medium Scale Military Vehicles Axis (All Types, 1/36-1/50)
13. Small Scale Military Vehicles (All Types, 1/51 & Smaller)

AUTOMOTIVE

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

AIRCRAFT

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

DIORAMAS

32. Vignettes, No more than five Figures and one Vehicle. 144 sq in. Max.
33. Military Dioramas (All Types & Scales)
34. Sci-Fi and Miscellaneous (All Types & Scales)

FIGURES

35. 79mm & Smaller (All Types)
36. 80 mm – 150mm (All Types)
37. 151mm & Larger (All Types)

SCI-FI & FANTASY

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

OTHER

41. Humor in Modeling (All Types & Scales)
42. Miscellaneous (Anything that doesn't fit elsewhere)
43. Paper Models (All Types & Scales)
44. Remembering Gerry Anderson – any subject that depicts any of Gerry Anderson's T.V. shows (All Types & Scales)

JUNIORS (Up to Age 12)

45. Junior (All Types & Scales)

YOUNG ADULTS (Ages 13 – 17)

46. Young Adult (All Types & Scales)

BEST OF AWARDS

- Best Aircraft
- Best Automotive Subject
- Best Diorama
- Best Figure
- Best Military Vehicle
- Best Sci-Fi/Fantasy
- Best Ship

OUT-OF-BOX AWARDS

(IPMS Nationals OOB Rules will apply and kit instructions must be with the model, no exceptions.) Categories awarded are: Aircraft, Automotive, Military Vehicle, Ship & Sci-Fi/Fantasy

CONTEST THEME AWARD

"Revell-ution" Any subject produced by Revell — All Types & Scales (Any Revell kit eligible, Kit instructions required.)

BEST OF SHOW – Best Overall Model

For complete OrangeCon Contest Rules and Theme Award descriptions, please see our website at www.ipmsoc.org.

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Desert Classic XVII

IPMS Region 8 Model Contest

Saturday, November 2nd 2013

Presented by
The
Antelope Valley
Group
IPMS AVG



Event Location
Antelope Valley College
3041 W. Avenue K, Lancaster CA
Cafeteria Entrance

This Year's Theme:
"A Day at the Zoo"
(See back for details)

Schedule:

9:00 - 12:00 Registration

1:00 - 3:30 Judging

3:30 - 4:30 Awards Presentation

Large Raffle: A raffle schedule will
be posted at the show

Categories

Provisions for Splits provided as required

1. Helicopters All Types and Scales
2. Aircraft: Biplanes AT&S
3. Aircraft: 1/73 & Smaller
4. Aircraft: 1/72 - Prop
5. Aircraft: 1/72 - Jet
6. Aircraft: 1/48 - Allied Prop
7. Aircraft: 1/48 - Axis Prop
8. Aircraft: 1/48 - Jet
9. Aircraft: 1/32 - Jet & Prop
10. Ships: AT&S
11. Submarines: AT&S
12. Armor: 1/72 & Smaller
13. Armor: 1/48
14. Armor: 1/35 & Larger - Allied 1945 & Earlier
15. Armor: 1/35 & Larger - Axis 1945 & Earlier
16. Armor: Tanks & AFV 1945-Present
17. Armor: Artillery - AT&S
18. Armor: Softskins
19. Auto: Factory & Stock
20. Auto: Street Machines & Hot Rods
21. Auto: Cruisers, Customs & Lowriders
22. Auto: Competition - Straight Track & Oval
23. Auto: Miscellaneous (Includes Motorcycles)
24. Figures: Historical - AT&S
25. Figures: Fantasy/Sci-Fi - AT&S
26. Dioramas: All Compositions
27. Sci-Fi/Real Space - Hardware
28. Out of the Box: Requires Instructions
29. Miscellaneous
30. Juniors: 17 & Under

Special Awards

Best of Show
Best Aircraft
Best Auto
Best Armor
Silk Purse Award

Specific Subject

Theme Award
X-Plane Award
Best Panther Tank
Presidents Award
Best German Aircraft
Best Auto paint and Finish

Fees:

Parking: \$0.50 charged by the College (May be waived)
Adult: \$10.00 up to 3 entries
\$15.00 4-5 Entries
\$2.00 per additional entry over 5
Juniors: Free
Spectators: Free
Vendors: \$45.00 per table (reserved), \$50 at the door

Event Coordinator: Tomas Hammel (661) 822-4973

IPMS Chapter Contact: Curtis Stidham (661) 267-0089 cbstidham@sbcglobal.net

SPECIAL & SPECIFIC CATEGORY CRITERIA

Theme Award: "A Day at the Zoo" To qualify for the theme award your model must include the name of an animal in its title, be the name of an animal or be a actual model of an animal. Some examples could be but not limited to: Impala or Jaguar, wildcat or mustang, USS Hornet or USS Lionfish, Puma or Tiger, Batman or Wolfman or Catwoman or Wolverine. Get it? The possibilities are numerous. Have fun with it!

Silk Purse Award: This award will be presented to the best built model or any subject from the "poorest" of kits. Kit instructions required with presentation.

X-Plane Award: Includes any "X" designated experimental plane tested at Edwards AFB or Mojave area.

Best Panther Tank Award: Includes all types and scales.

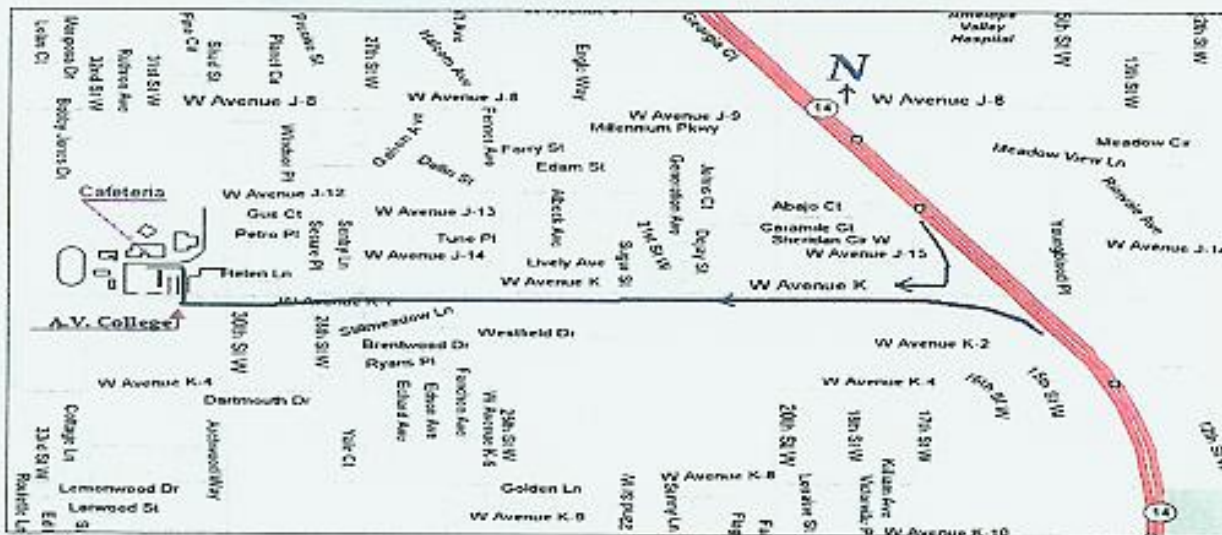
President's Award: Selected by the AVG club President.

Best German Aircraft Award: All types and scales will be considered, from Biplanes to Jets, military, civilian or commercial.

Best Auto Paint and Finish: Speaks for itself.

Take 14 North or South to Avenue K Exit, turn west. Continue through 30th St. West and turn right into College Parking Lot.

Directions to Antelope Valley College:



For contest news and updates see our website at <http://www.avg-ipms.org>

IPMS National Rules will be the primary judging criteria. A "limited" No Sweeps rule will be in effect for this contest. No one contestant shall hold all three placements (1st, 2nd, & 3rd) of any given category, unless that contestant is the "sole participant" in that category. There is no minimum entry requirement per category; thus no category merging.

All winning entries from prior Desert Classic contests, Region 8 Regionals, and all IPMS National Contest, **are not eligible**.

IPMS / AVG reserves the right to change/alter any category structure(s) and entry classification as they pertain to IPMS Rules and AVG contest criteria. All judges' decisions are final. The Antelope Valley College and IPMS AVG cannot be held responsible for any loss, damage, or injury to entrants, vendors, or spectators and their respective entries, merchandise or effects.

Kit Collectors Exposition & Sale

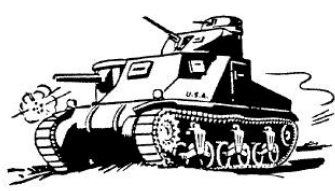
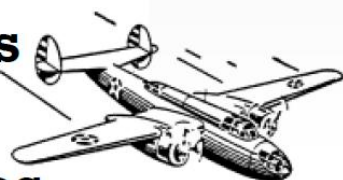


November 10, 2013

9:00 am – 3:00 pm



- **Models**
- **Kits**
- **Cars**
- **Ships**
- **Planes**
- **Military**
- **Miniatures**
- **Armor**
- **Sci-Fi**
- **Decals**
- **Space**
- **Figures**
- **Magazines**
- **Supplies**
- **And MORE!**



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8550 Stanton Ave., Buena Park
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Free Parking!
Door Prizes!

*Thousands of rare, hard-to-find
Model kits and collectibles!*

EXHIBITORS: Hurry! Tables are available on a first-come basis by advanced reservation only!

INFORMATION

Edie Keller (714) 826-5218
P.O. Box 38, Stanton, CA 90680
kitcollectorsshow@yahoo.com
www.kitcollectorshow.com



follow us
[@KitCollectors](https://twitter.com/KitCollectors)

Admission \$5.00

Kids under 12 FREE
With PAID adult



Upcoming Shows:

March 16, 2014 and July 13, 2014

We're on Facebook @[Buena-Park-Model-Kit-Collectors-Expo](https://www.facebook.com/Buena-Park-Model-Kit-Collectors-Expo)

SAVE THE DATE !!!

SUNDAY MARCH 2, 2014

9 A.M. – 4 P.M

PASADENA CIVIC CENTER

300 East Green Street, Pasadena, California

VALLEY CON 2014

Model Contest, Vendor Fair, Workshops

Admission Only \$7.00 (Children under 10 free with paid parent)

Model Contest Entry Only \$1.00 per model

Our 24th year of consistent leadership, and innovation in Southern California for model builders, hobbyists and miniature aficionados.

Over 29 Categories, from Aircraft, to Science Fiction. *New 1st, 2nd & 3rd Place Awards in all categories plus Special Awards including Out of the Box.*

You do not have to be a member of our Society to participate in the contest.

This years our show honors Marcie Gold Creed , co-founder of the Pasadena Modelers Society and the Valley Con Shows who passed away from Breast Cancer in 2010. A portion of the proceeds will go to the Cancer Support Community, Pasadena. "...because no one should face Cancer alone"

Vendor Tables available @ \$45.00 for a 6' table contact pasadenamodeler@aol.com for information
No tables available Show Day

Visit our website <http://valleycon.wordpress.com> for information about 2014 as well as previous shows.

Contest Categories

Aircraft 1/72nd scale Single Engine Prop
Aircraft 1/72nd scale Multi Engine Prop
Aircraft 1/72nd Jets (Single or Multiple Engine)
Aircraft 1/48th Scale Single Engine Prop
Aircraft 1/48th Scale Multi Engine Prop
Aircraft 1/48th Scale Jets (Single or Multi Engine)
Aircraft 1/32nd Scale or Larger (All Types)
Aircraft Bi-Planes & Rigged Aircraft (All Scales)
Aircraft Rotary Wing Aircraft – *“Tracey Ann Yeager Memorial Naval Aviator Award”*
Armor 1/72nd Scale (All Types)
Armor 1/48th Scale (All Types)
Armor 1/35th Scale Tanks (WWI-WWII)
Armor 1/35th Scale Tanks – Modern (After WWII)
Armor Artillery/Rockets (All Scales-All Eras)
Armor 1/35th Scale Soft Skin
Automobiles Hot Rods
Automobiles Low Riders
Automobiles Motorcycles (Military/Civilian)
Automobiles Competition Cars
Automobiles Factory Stock
Figures 54mm & Smaller
Figures 60mm & Larger
Ships 1/700th scale & Smaller
Ships 1/350th scale & Larger
Ships 1/144th and Larger
Submarines – *“Cmdr. Seymour Udell Memorial Submarine Award”* --- All Scales
Science Fiction // Real Space Hardware
Science Fiction Creatures
Diorama All Types All Scales
Junior All Scales/All Types (Twelve Years Old or Younger)

Best of Division in Aircraft, Armor, Automobiles, Figures, Ships, Science Fiction

Plus BEST OF SHOW !!!

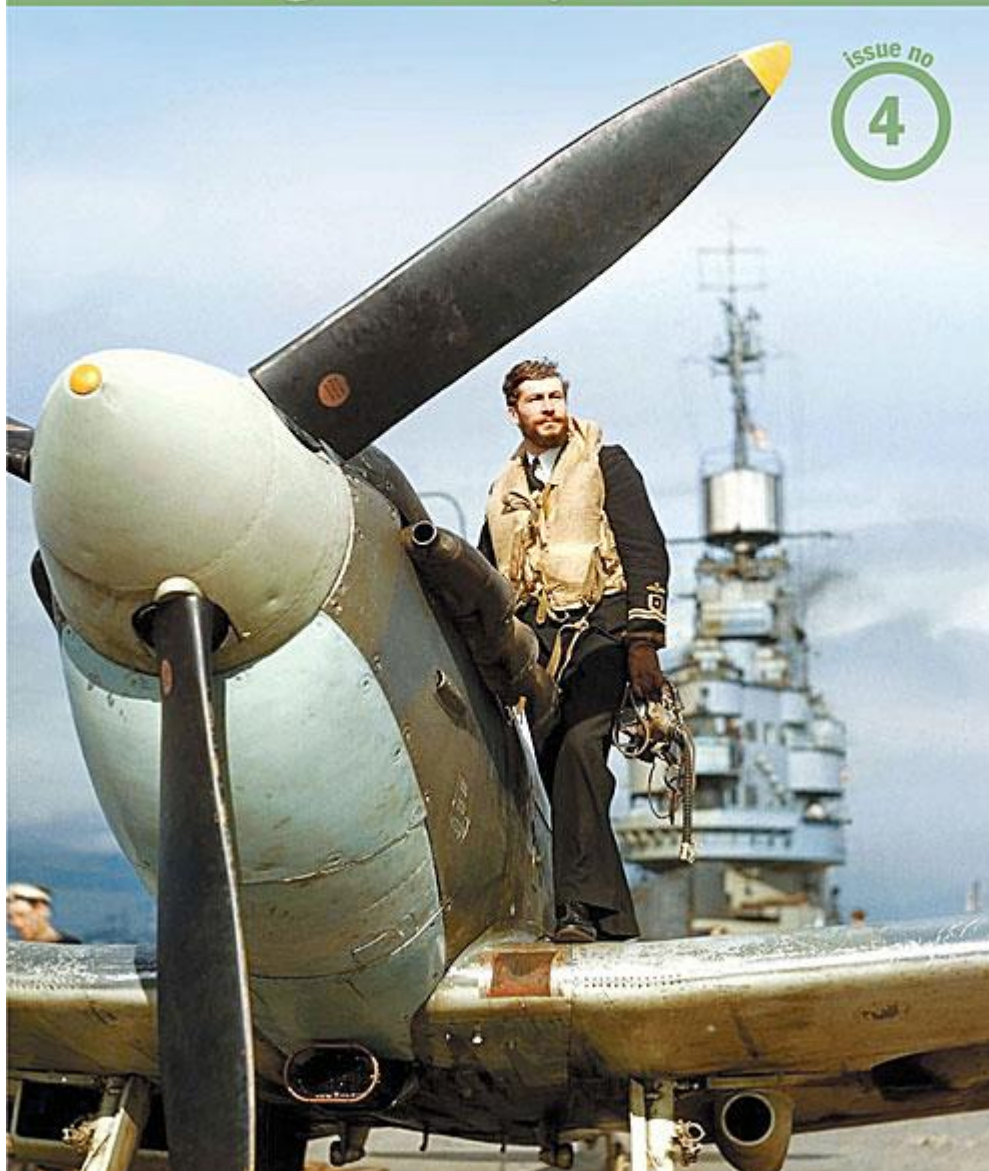
Subject to Changes or Category Splits

New Aviation Publication from *The Aviation Historian* (TAH) from the UK <http://theaviationhistorian.com/>

The Aviation Historian®

The modern journal of classic aeroplanes and the history of flying

Taking the Seafire to sea ...



The Aviation Historian®

The modern journal of classic aeroplanes and the history of flying

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in compact format with clean design. Flying history for connoisseurs.**

Produced by experienced former *Aeroplane* magazine principals Nick Stroud and Mick Oakey, *The Aviation Historian* explores the less-trodden paths of military and civil aeronautical history from its beginnings to modern jets and the birth of spaceflight. No news; no events listings; just the most up-to-date historical research for aviation's true believers.



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Want to know more? Visit our website: www.theaviationhistorian.com

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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.



Till next month, a photo from the Editors collection. I like U.S. Navy stuff so here's another one of the U.S.S. Spearhead JHSV-1. What is the mission of this beast? Is it some kind of quick reaction force with that cat style hull? I like the helicopter and hangar deck as well. Looks like a SF transport. Not sure why there is a loading ramp on the starboard side. Someone educate me. (*Ed.*)



US Navy Photo

