



Volume : 32 Issue: 4

February 2014

Recon

**MassCar - March 16, 2014 - Taunton
Holiday Inn - 700 Myles Standish Blvd,
Taunton, MA Contract - Stuart Macus at
603-382-9724**

**Valleycon 24 - March 30, 2014, Knights of
Columbus, 460 Granby Rd, Chicopee, MA
Contact Al LaFleche at 413-306-1270 or
ajlafleche@comcast.net**

**Downeastcon 2014 - Apr 6, 2014, Thorton
Academy, Linnell Gymnasium, Saco, ME,
Contact George Bangs at 207-625-8007**

**Northeastcon 43 Region 1 - May 2-3, 2014,
American Airpower Museum, Republic
Airport, Farmingdale, NY Contact - Robert
DeMaio at (631)707-3442**

**North Shore Con 2014 - May 18, 2014,
Gloucester High School, 32 Leslie O.
Johnson Rd., Gloucester, MA Contact -
David Readon at 978-325-0049**

**IPMS National 2014 USA - Aug 6-9, 2014,
Hampton Roads Convention Center,
Hampton, VA Contact -
<http://www.ipmsusa2014.com/>**

**Patcon 2014 - Sept. 14, 2014, Hudson Elsk
Lodge 959, 99 Park Street, Hudson, MA
Contact - David Schmidt 978-706-1211**

**Granitecon XXI - Oct 19, 2014, Nashua
Elks Club, 120 Daniel Webster Highway,
Nashua, NH Contact Rodney Currier 603-
726-3876**

Inside

Recon	1
FW-190D-9 Build	2
Vallejo Washes	3
From The Bridge	4-6
Up Scope	7
Del's Corner	8
V-100 Review	8
Hobby Shops	9
In Range	10

2013 - 2014 Dues

If you have not already done so, please renew your dues for the coming 2013-2014 membership year. Dues are still \$10. Please remit your dues to John Nickerson at the meeting or send it to him at 18 Stone Street, Middleboro, MA 02346

Don't forget to ask for the Family Membership if you have sons or daughters as members in the club as well.

Battlewagon



FW-190D-9 by Hal Marshman Sr.

This is an FW-190D-9 probably flown by Major Erwin Bacsila, Gruppenkommandeur IV/Jg3 Udet, Feb 45, Germany. Built from the newly released HobbyBoss 1/48th kit.

Opened the area between the cooling gills, added detail to engine rump compartment, flattened tires, and scratch built seatbelts/buckles, brake lines, gear position indicators, and FuG 25 antenna. Straight canopy is from a Tamiya kit. Cannon are vinyl covered paper clips. Paints are WEM Enamels 75 and 83, over Model master 76. Blue 1 was a white number 1 decal, which I merely painted blue. Note bare metal at rear of wing fillet, extension plug, canopy frame, one gun cover latch, and semi circular item just beneath rear of engine cover. For those that may not have seen my kit review, The Hobby Boss kit is pretty decent, and goes together quite well. 2 Cowlings are provided, with open and closed cooling gills. On the open option, you have to clear out the plastic between the individual gills, and the flap at the 9 o'clock position must be folded back into the closed position. On the real plane, this flap was kept shut so as to not interfere with the air flow to the supercharger intake. As you can see, I also added some more detail to the engine rump compartment. HB provides only the bulged canopy, if you wish

the straight type, as I did, it will have to come from another source. As a bonus, this kit can be obtained MSRP 29 dollars, but is on sale cheaper in most places. Great value for the money.. Hal Sr



Vallejo Washes Review **By Robert Magina**

I recently purchased several of the new Vallejo Acrylic Washes down at Harry's Hobbies in Norton, MA. I am very impressed with these. Vallejo offers a range of colors and just recently added European Dust, Desert Dust and Oil and Earth washes. These washes sell for about \$6.49 per bottle.

I am sure all of you have heard of the AK line of enamel washes. They have a great range of colors and these do work very well. My problem is that I have been building models for over 35 years now and my paint of choice is enamels. It has been so long now that I can mix and paint in my sleep. So, switching my painting to acrylic so I could use the AK washes was going to be a real pain for me. So, I was very surprised and happy when I found these Vallejo acrylic washes. I don't have to change my paint of choice. I can stay old school I guess.

I first tried the Vallejo wash on a DAK Pak40 Anti Tank Gun. I used their dark brown wash. I applied it with a paint brush straight from the bottle. The wash has great suspension of paint pigment, goes down great, and is very easy to use over my enamel paints. I also tried Vallejo Dark Grey wash on a wooden (Bass) wheel barrel I made for my current project. It really aged the wood which is exactly what I wanted. It did this in one application.

So far, I am very pleased with Vallejo and their washes. I have added several other colors they offer to my work bench.

They are a good value for the money and offer an alternative to the need to change your basic painting process to acrylic. I know some day I will be forced off enamels, but for now I do not need to. I highly recommend these new acrylic washes by Vallejo. Harry's Hobbies in Norton carries Vallejo washes along with their acrylic paint line. If they don't have exactly what you want, they can order it for you.

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From The Bridge ***The President's Column***

We are now well into our 45th (2013 – 2014) membership year. We are still holding the membership fee to only \$10 per year and you can pay a couple years in advance if you wish. There is also a family membership plan. Mail your payments to me or see me at a meeting, checks to be made payable to Bay Colony Historic Modelers.

Periodically we have a meeting that just fails to happen. There have also been some near misses, as the Feb. meeting turned out to be. Trying to make a long story short, the Feb. meeting was to be at the Fairhaven Fire Station, host Brian Messier, (not yet a member). There was a thread about it with directions and other info on our forum. Just prior to the January meeting, and I mean just, a comment was made about the beer that should be served. Brian, knowing the rules of use for the room included 'No Alcohol', said he couldn't host the meeting there. This information was brought to my attention on Saturday of the January meeting, and the lack of meeting location was discussed. At that time Bill Collins, host of the Jan. meeting stated that we could return to his house in Feb, problem solved. It's not that simple. I contacted Brian that evening. I explained that the no alcohol policy was not a problem, and that beer at our meetings was not the norm. Brian expressed to me that he wanted to host the meeting and postponing it could be a problem because he expected to be called up and deployed later in the spring. Because the location

had been published in the newsletter and on our website I thought it was safe to continue with that plan. I called Bill to let him know that we would be going to Fairhaven. Word was spread that the original plan was back on. Three days before the scheduled meeting Brian received an official letter directing him to report to a new unit in preparation to a spring deployment. Brian said we could use the hall but he wouldn't be there. Bob Don let Bob Magina know of this change and John Gisetto contacted me. Bob called me a little later. Where Brian had made the arrangements and none of the rest of us are from Fairhaven, I didn't want to use the hall and cause a possible problem or conflict. On Friday, I called Bill and he said we were welcome to return. I posted the change on the forum and emailed the info to Bob who broadcast an email to the club and changed the info on the website and we all met at Bill's on Saturday. Our thanks to Bill for allowing us to meet there two months in a row. But the point of this story is that on short notice the club was able to get the word out via the web site, email and a few phone calls! I gave this situation some thought and I announced at the meeting the board would attempt to put together a plan in case of a last minute change utilizing a meeting hall or hotel conference room. A couple members said that their homes could be used as emergency meeting locations as long as they could get a couple days notice. I'll update you on this as a more formal plan is produced.

At the Feb. meeting we voted to sponsor a trophy pack for this years NoreastCon, May 2nd & 3rd, at the Republic Hanger of the American Airpower Museum on Long Island. Just a heads up, the spring contest schedule is about to kick off so check the dates posted in this newsletter and on the website. MassCar, ValleyCon, Southern Maine, and Can/Am all before NoreastCon, and North Shore just after.

As mentioned in the last issue, at BayCon 2013 we had a donation can out and we raised funds for Homes for Our Troops. This was something I pushed for and the membership voted on at a meeting. Some members said they liked the idea and would like to do it as part of our program. As much as I think HFOT is a very worthy charity, I do think we should change the charity each year. If you have a favorite charity you may nominate it for selection, and the membership

Battlewagon

will choose which charity we will raise funds for this year. If the list of nominated charities gets too long the board will pare it down before voting.

The Outstanding Club Challenge award was not presented at the show. It was reported to me by the tabulators that there was a five way tie. Not having the time to try to resolve it at the show while trying to get the awards ceremony off and running we postponed the double checking of the results. We use the Master Entry Form to determine the results. At the bottom of the personal information section at the top of the page is a space that says "Club Affiliation". Most Bay Colony members fill it in but because Bay Colony can't win the award, we just use it to determine how many members entered. Some people put 'none' or 'n/a', but most leave it blank. Besides the 16 Bay Colony members that filled it in, only 22 other entrants listed a club. Sixteen different clubs were listed, and after careful double checking we now have a winner. I am pleased to announce that the winner of the BayCon 2013 OCC award is the "Classic Plastic Model Club" due to the three members that entered and listed their club in that space. I believe that the Classic Plastic club is based out of the Lawrence area. I will contact them and send that award along.

In a continuous flow of new toolings, Airfix has just released their latest. In 1/72 it's the Hawker Hurricane Mk.1 w/ three bladed prop. (The 2 bladed version being released earlier.) In 1/48 there are two, the Bf 109E-4/E-1 Emile, one of the schemes is for Oblt. Hannes Trautloft's E-1, Red 1 from 2/JG 77. The other kit is a Bf 109E-4/N Tropical of which one of the schemes is for Maj. Eduard Neuman 1/JG27 in North Africa. Heads up here, Airfix is sometimes releasing a "Starter Kit" version of the new toolings. They come with paints and brushes and are a bit more expensive than the standard release, but with only one scheme, but in all of the cases I've seen, the starter kit version has different markings. For example, the 1/72 Gloster Gladiator standard kit includes markings for a camo Irish Air Force and an aluminum paint pre-war British

squadron. The Starter Set includes six pots of acrylic paint, a small tube of glue, two brushes, and markings for Flying Officer Marmaduke 'Pat' Pattle, No. 80 Sqdn. Egypt, spring 1940.

During my most recent visit to Harry's Hobbies, a gentleman came in carrying a plastic chest, carefully placed it down and began removing old Revell, Aurora and Lindberg ship kits from it. Most were in zip-lock plastic bags but some were in their original boxes. Most of these boxes were in a condition that I can only describe as GRODDY! Not to be touched by human hands. There were some interesting kits here, most I remember seeing on the shelves, a couple I even built, but there were some that I don't ever remember seeing, such as the Lindberg USS Neches. (More on this later.) There was a Revell kit of the USS Pittsburg in black plastic. I don't ever remember seeing a Revell modern ship kit in black plastic before. I know that some of the sailing ships were cast in black. Fascinated, I dug out my copy of Thomas Graham's "Remembering Revell Model Kits", 2nd Edition, Schiffer Publishing, when I got home. Sure enough, there it was listed under 1960's Modern Ships; H-457 USS Pittsburg (1967-69) 1/480 'black plastic'. The kit was originally issued as H-306 USS Los Angeles in 1954 in gray plastic, and was again re-issued as the Pittsburg from 1972 to 80 in gray plastic. I scanned the whole 1960's Modern ship list. I saw gray plastic, light gray, dark gray, white, tan, and light tan, but the only black plastic ship on that list, out of 78 listings, was the Pittsburg. Makes you wonder.

In my last column I wrote a dissertation on 1/72 aircraft. As I wrote I started off on divergent tangents many times and I had to check myself. I ended up rewriting it three times. As I watched those old kits being placed out on the counter at Harry's it reminded me of those Renwal 1/500 Blueprint ship models I did mention. Having built a few 'box scale' ships I found the constant scale concept interesting. My destroyers were no longer as long or longer than my aircraft carrier. I didn't build all of the Renwal ships, and I'm not sure of all

Battlewagon

I did build, but I remember building the Shangri-La, North Carolina, Springfield, Dewey and King, Seminole, and Compass Island. These kits in no way compare to the current gems arriving in 1/400, 1/350, 1/200, and 1/144, but they tend to stand above their contemporaries. I know of one major flaw in all of those Renwal kits, the hull. All of them have flat bottoms. This is great for putting them on a shelf or the floor, but tough if you want to display it 'full hull'. Revell has just re-released the Shangri-La in a reproduction Blueprint box and I am very tempted. The force is strong in this one. I have done some research though, and found that the kit is a good basis for an Essex that went through refit SCB-27C and SCB-125 at the same time. It is most accurate for CVA-38 Shangri-La and also works for the CVA-31 Bon Homme Richard and CVA-16 Lexington. Building it waterline would solve some of the hull problems. That said, I have mixed emotions about the other kits. I would like to see them re-issued but I am not sure I would want to build them. The info I've gathered indicates that the North Carolina is also a good basis, the hull being the major problem. The Cruiser GLG-3 Galveston / Springfield is supposed to be a modified Cleveland Class, but the sources I found seem to believe that it's best use is to back date it to it's pre-update configuration, and then there is the hull. The destroyer leader DLG/DDG-14 Dewey / King / Farragut is a bit of a miss. It is supposed to be a Coontz class but more closely resembles a Mitscher.

As promised, more on the Neches. There were two USS Neches during WWII, and I'm not sure which one is represented by the model kit. AO-5 USS Neches, named for the Neches River, was a fleet oiler, it was laid down on June 8th, 1919 in the Boston Navy Yard, launched June 2, 1920 and commissioned October 25, 1920. It served in the Atlantic, fueled at Fall River, MA at the end of March 1922, steamed to Norfolk, VA, then to Mare Island, CA. She was underway from San Diego to Pearl Harbor when the Japanese attacked, arrived at Pearl Dec. 10th 1941. She made another round trip back to San Diego and departed Pearl Harbor Jan. 22nd 1942 as a refuel ship for the Lexington's task force. After midnight a sub was spotted and she began evasive maneuvers. She was hit by a dud at 03:10, at 03:19 a torpedo from the I-72 found its mark, and again at 03:26. She sank at 04:37 approximately 120 nautical miles west of Pearl Harbor with the loss of 57 men.

AO-47, a type T2-A Kennebec/Mattaponi class oiler was laid down June 12th 1941, commissioned as the Neches Sept. 16, 1942. She served in the Pacific from Guadalcanal to Alaska to the Philippines, earning nine battle stars. She was re-commissioned and served during the Vietnam war. She was a lucky ship. I don't have room here to properly tell her story so for your homework tonight....

God bless America! Pray for our servicemen overseas.

Happy modeling and give kits to kids!

John J. Nickerson

bchmaprez@verizon.net



Up Scope:

Mar. 8th 2014 Meeting

John Gisetto Sr.
390 Plymouth Street
Middleborough, MA 02346
508-947-1546

Rte 495 to Rte 44 exit. Take Rte 44E. From rotary go to third set of lights and take a left on to Plymouth Street. KOA campground is on the corner. Its the house on the right (green ranch). Its about 1/2 to 3/4 of a mile up on Plymouth Street.

May 10th 2014 Meeting

Mike Kenney
68 Grandview Avenue
Lincoln, RI 02865
USA

From the North:
Take Route 95 South to Exit 4 (Route 295 South) continue on 295 South to Exit 9A, Route 146 South (Lincoln) (Exit 9A merges onto Route 146 South). Continue on 146 South to Breakneck Hill Road Exit (Route 123). Go Left at end of ramp on to Route 123 (Back over the highway). Continue on Route 123 (down a big hill) to Great Road at the 1st set of lights. Go Right at lights on to Great Road which becomes Smithfield Ave. Go 1/2 mile to pond and waterfall on right (This is my street Grandview Ave). Go right on Grandview and continue all the way to the top. Keep bearing right as you go up the hill. You're close when the road goes hard left. We are at #68 on the right about five houses up. Beige Cape with black shutters and maroon door.

Apr. 12th 2014 Meeting

Gil Costa
513 Bullock St.
Fall River, Ma. 02720
phone#774-451-3236

From points north: Take Rt. 24 south to "Eastern Ave./President Ave." exit; continue to rotary and take second right off same. You will now be on North Eastern Ave. Continue on through one set of lights until the next break in the roadway island, this will be Bullock St.. Take a left and continue to #513 which is on the right and is a gray stucco house with tan trim.

From points West: Take Rt. #195 east to Rt. #24 north. Take the "Eastern Ave./President Ave" exit. Continue via above directions.

From the South:
Take Route 95 to Providence to Route 146 North. Continue on 146 North to Breakneck Hill Road Exit (Route 123). Go Right at end of ramp on to Route 123. Continue on Route 123 (down a big hill) to Great Road at the 1st set of lights. Go Right at lights on to Great Road which becomes Smithfield Ave. Go 1/2 mile to pond and waterfall on right (This is my street Grandview Ave). Go right on Grandview and continue all the way to the top. Keep bearing right as you go up the hill. You're close when the road goes hard left. We are at #68 on the right about five houses up. Beige Cape with black shutters and maroon door.

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Del's Bits and Pieces.....

Things you might like to know, or maybe not.

According to "Monogram Models" by Thomas Graham, Schiffer Publishing, General Motors refused to give Monogram any information about the 1955 Cadillac. So in the fall of 1954 Jack Besser and another person from the Monogram plant arrived at a local Cadillac dealership for the unveiling of the new models. Besser asked for and received permission to photograph one of the cars and asked to ... 'measure the car to see if it would fit in the garage'. The final kit included clear parts, chrome parts, and rubber tires and a release price of \$2.95 .

Del's Bits and Pieces.....

Things you might like to know, or maybe not.

In 1956 Monogram added the Kurtis Kraft Indy Racer to it's line up of car kits, giving them a total of four. They would not release another new car kit until the release of the Slingshot Dragster in 1959.

Hobby Boss V-100 Review - Bob Magina

The Hobby Boss V100 has been out on the market for about 2-3 years now. It was a long time coming for us modelers. Prior to its release, your choice was to pick up the expensive Verlinden resin kit. Hobby Boss did quite a job on this kit.

Parts trees are crisply molded with very little flash and no warpage of any kind. Pin ejection marks are minimal in the kit as well. Instructions are clear and easy to follow.

Assembly of the kit went pretty much without a hitch. Fit is very good overall. The kit provides a rudimentary interior if you choose to leave the hatches open. Exterior detail is very nice. The decal sheet provided in the kit is real nice. The

only drawback I had with the kit is the rubber wheels. I decided to replace them with a set of resin ones from Legend. These are very crisp in detail and look much much better than the kit wheels. I also drilled out the headlights and replaced them with MV lenses.

I painted my V100 in olive drab for a Vietnam Military Police unit. I decided to use a set of Echlon decals for the V100. They have released several sets for this vehicle. Great decals however, they are very thin and subject to damage and I had several come off the kit after application and drying.

Weathering was done first with a raw umbra acrylic wash and then a dry brushing of a faded olive drab. My next step was to apply the mud weathering to the undercarriage and the tires. The final step was to add some dust and dirt to the upper surfaces of the V100. Once weathering was done I applied a coat of Testor's dull coat.

Next I used a very simple base with minimal ground work and added a Verlinden resin figure for scale.

All in all, it is a very nice build and great representation of the V100 in Vietnam. It is a great addition to anyone's collection. I highly recommend this kit. Cost is around \$30-40. Well worth the price.

I had intended to complete this build about two years ago for Steve's armored car challenge. Well, once again here I am, fashionably late. Sorry Steve. I just get so distracted when my wall of kits speaks to me. So many of them and they just want to be built. I just can't say not now.



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In Range:

Dec 14th Meeting - Chris Libucha

1/35th Opel Olympic (WIP) - Bob Magina
1/32nd He219 (WIP) - Steve Kwasny
1/35th M26 Pershing (WIP) - Steve Kwasny
1/35th M1131 Stryker (WIP) - Steve Kwasny
1/48th AT-6E (WIP) - Bob Don
1/48th Harvard Mk II (WIP) - Chris Libucha
1/35th British 6 Pdr AT Gun - Warren April
1/48th Salmson 2A2 - Bill Collins
1/35th M48A3 - Bill Collins
1/35th Grant (WIP) - Edmund Rosario

In Attendance:

Hal Marshman Sr.	Chris Libucha
Robert Magina	Steve Kwasny
Kevin Colburn	Bob Don
Edmund Rosario	Joe Ravino
John Nickerson	Frank Knight
Joe Russum	John Gisetto Sr.
Gil Costa	Paul Champigny
Bill Collins	Gian Montecalvo
Pat McColgen	

Jan. 11th Meeting - Bill Collins

1/35th M26 Pershing (WIP) - Steve Kwasny
1/48th SU2 - Bill Collins
1/32nd Roland D VI - Bill Collins
1/48th Vultee - Bill Collins
1/48th Hawke Hurricane - Joe Ravino
1/25th 62 Impala (WIP) - Chris Libucha
1/72nd F-4K RAF Phantom (WIP) - Chris Libucha
1/48th F-4F Turkish Phantom - Chris Libucha
1/32nd F-14D (WIP) - John McCormick

In Attendance:

Bob Magina	Peter Jardin
Steve Kwasny	Ray Rosario
Kevin Colburn	John Nickerson
Warren April	Joe Ravino
Bill Collins	Chris Libucha
Hal Marshman Sr.	Bob Don
John Gisetto Sr.	Gian Montecalvo
John McCormick	Frank Knight

Raffle:

1/35th Jeep (WWII) - Bob Don
Sanding Sticks - John McCormick
Archer 3D Castings - Kevin Colburn



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IPMS Bay Colony Modelers meet the second Saturday of each month from 1:00 to 4:00 PM. The meetings take place at selected members houses. Look at the Battlewagon or the club website for locatiion and directions. Guests are always welcome. Membership is \$10.00 per year. Members and guests are encouraged to bring completed models or works in progress for display and discussion.

The Battlewagon is published six times per year. All opinions expressed are those of the authors and do not necessarily reflect IPMS Bay Colony or IPMS USA views. Submissions relevant to modeling are welcome, and may be published at the discretion of the editor. All material is subject to editing. There is no payment for articles.



IPMS Bay Colony Historical Modelers

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web: www.ipmsbaycolony.com

2013 - 2014 Club Dues

If you have not already done so, please renew your dues for the coming 2013-2014 membership year. Dues are still \$10. Please remit your dues to John Nickerson at a meeting or send it to him at 18 Stone Street, Middleboro, MA 02346

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