



THE BIGGEST LITTLE MODEL CLUB IN IPMS

CLUB INFORMATION



IPMS Livonia is a non-profit educational organization created to promote and share the art of plastic modeling. The group meets at 8:00 p.m. every 2nd Tuesday of the Month.

Meeting Place: The Pierson Center, Suite 5, 32625 West Seven Mile Rd., Livonia, Michigan.

Club Officers:

President

Ian Dow (734) 762-7704
idow@mi.rr.com

VP

Rick Foyrs (734) 254-9063
rf@r-jweb.com

Treasure

Steve Freeman
(248) 682-5874
stevebfreeman@comcast.net

Secretary

Tim Howell
(517) 861-7775
howelltm@hotmail.com

Bull Sheet Staff:

Editor in Chief Ian P. Dow

Associate Editor Jeff Edge

Club Dues

IPMS US members:

\$12 Non-IPMS US members:
\$15 Juniors: \$5

Web Site :
www.ipmslivonia.org

In This Issue

by: Ian P. Dow

Presidential Ramblings.....Page 2

1/24 LeFerrari.....Page 3

Tips and Tricks.....Page 8

News, Notes, and Events.....Page 12

Contest CornerPage 13

Celebrities in the Military.....Page 15

The Mess HallPage 16



Green Grass and Sparkly Bits

by: Ian P. Dow

Gentleman,

As I sit and gaze out the window I can actually see green brown grass beneath what once was a pile of snow. I will hardly say that the end of winter has finally come because being early April just means that the snow that will come, will just not last as long. However, much like the call of a swallow in the dark light of morning, we know that spring is out there and is in fact coming. I do hope everyone has had a safe and healthy winter and has had time to spend at the bench. I myself have had many nights both at home and on the road to continue to work my skills.

What I find when working on any project is how to replicate what I learn on one project and transfer it to another. It has been said that the only way to really become proficient in a subject is to just do that one thing, be it armor, aircraft, figure painting or what have you. I believe this is true for the most part because the repetition of always getting the tracks right or the wings right or the candy apple paint laid down smooth is what makes you successful in that subject. Some modelers do not like building anything other than planes or armor or cars which also is fine. However there is that gray area that the skills overlap and become useful to work in many areas. These skills are sometimes subtle but you may find that the small details you add to armor can also be added to an auto. Or the shading techniques used on a tank work as well on a plane or a boat. It sometimes is very different, but I have been trying different techniques to use on different subjects. How can shading and weathering be used on a car like on a tank, without it looking old and beat up. How can small accents of color be used in a plane like on a car. I find that frequently just a little color added to something is enough to break up the overall monotony of the main color. An accent if you will.

I encourage everyone to experiment with adding small details or little eye catching colors to their next subject. You might be surprised to see how a little splash of color or a little add on, can make a huge difference. A great example of this is Steve Freeman had a small 1/72 Sherman sitting on a base going down a road. That would have been fine but by itself nothing to really make you stop and look. Steve then added a 1/72 dog chasing the tank. That completely changed the whole thing. It makes you want to look everything over and see what the fuss is all about. I know when judging they only look at the model, but the dog drew the eye in and made you look at the tank. Color and little details do that for a model. It also inspires others when they look a model over and it can help spread ideas. So keep the ideas flowing and keep growing and practicing your skills because you can always learn something new.

Ian

1/24 LaFerrari by Tamiya

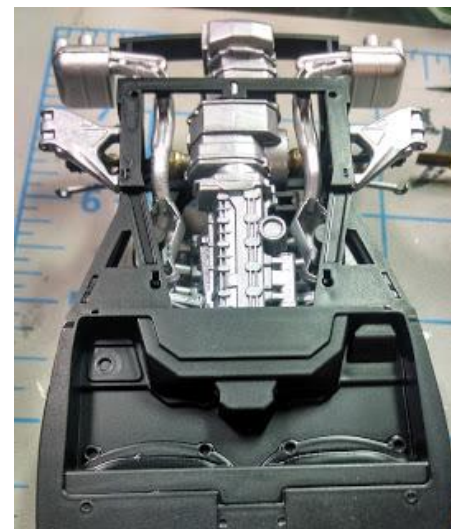
Reviewed by :Johnny Seaman in Modeling Madness



Tamiya's most recent entry in its 1/24 scale car series is the Ferrari LaFerrari. Ferrari unveiled the limited edition car at the 2013 Geneva Motor Show. The car is actually a hybrid, with batteries under the passenger cabin that are charged in several unique ways, such as excess torque from the 6,262cc 800 hp V12 engine and under-braking. When combined with the power from the electric motor, the car has a whopping 963 hp.

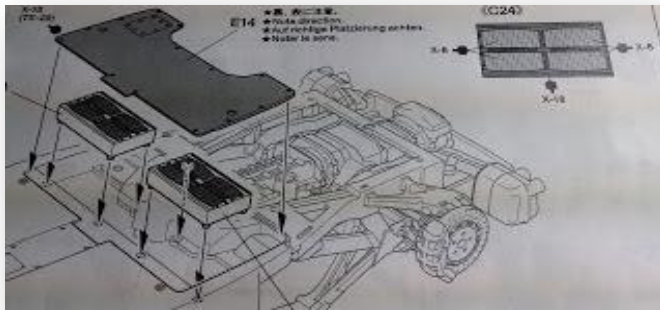
Tamiya's rendition of the car is impressive. The kit comprises multiple sprues - two black, 1 grey, 1 clear, 1 translucent red, 1 red, and 1 front fascia in red. The kit also contains a decal sheet, metal transfers, nylon mesh for various grills and vents, rubber tires, and masks for the front and rear glass.

The instructions follow the typical pattern for any Tamiya car build. The engine, transmission, headers, and exhaust are assembled and attached to the frame. The red here goes well with the suggested color scheme of red and black. As I painted the car yellow (more later), I probably should have hit this with yellow as well, but it does provide a nice contrast through the rear window.

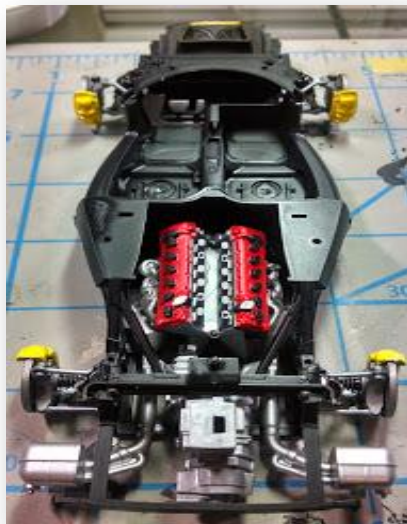


The Bullsheet

Tamiya includes the batteries for the hybrid system that are placed in a recess on the underside of the vehicle. I thought this odd at first, until I noticed that the panel that would cover this is actually molded in clear plastic. This gives the modeler the option to put more detail down here and actually see it.



The next few steps see the addition of the suspension, brakes and rotors, and the full body monocoque. Note that I painted the rotors yellow here, as I chose a yellow body color for my assembly. The LaFerrari is available in red, yellow, or black. I chose yellow as I recently built the Ferrari Enzo in red, so I wanted a contrast.



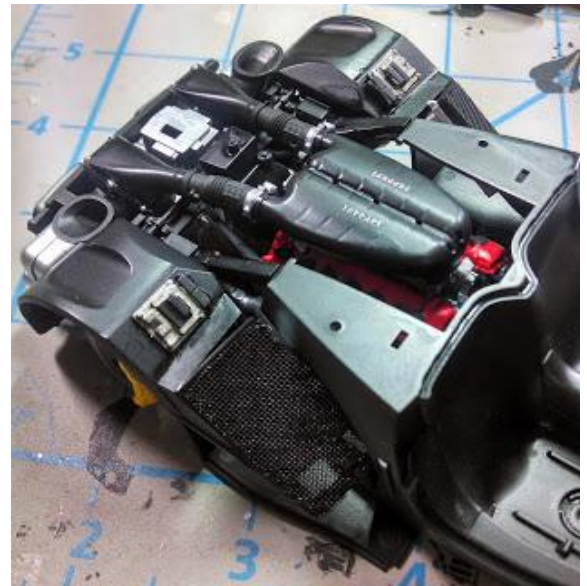
The under-body is completed next. As you see, I chose to paint the clear panel over the batteries. The two silver sections are actually molded separately, so they can be painted and then glued onto the under-body. This made painting much simpler.

The Bullsheet

More detail is then added to the engine compartment. The air intake is prominent here. This is also the first instance where the nylon mesh is utilized. There are several grills or vents over the car that are covered with the nylon mesh. The instructions have a template that is used to correctly shape the mesh pieces. This is often where Tamiya will have photo etch options. There are several locations throughout the build where the optional photo etch parts would replace the kit parts. I found that pressing down with my modeling knife on the mesh worked better than trying to slice the mesh. Even with a new blade, slicing tended to pull the mesh apart.

The interior comes next. I again replaced any red with yellow, and chose to get creative with the seats. This is not how the instructions illustrate the seats, but I liked the look.

From there, the body panels, door panels, and other details come together. For the rear body panel, there are several clear parts that are then covered with a mesh decal. The instructions indicate that the parts are to be attached first, followed by the decal application. However, I had difficulty getting the decals to sit appropriately in their places so I would recommend that the decals be applied prior to the attachment of the plastic parts to the rear panel. The rear spoiler can be assembled in the retracted or extended positions. I chose the retracted position. The fit of the front body panels was typical Tamiya, with the multiple parts falling together.

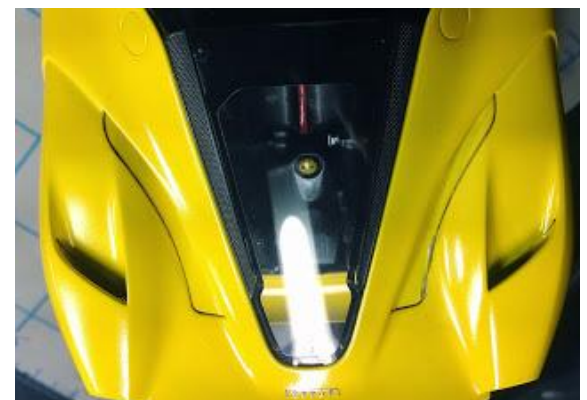


The Bullsheet

It was not until I got to the rear hatch that I started having fit issues. The venting in the rear hatch did not fit flush, as can be seen in the gaps present. With some sanding and filling, the parts would likely fit better. I doubt that this is an issue with the kit, and more with my color choice for the body. Since the kit is molded in red plastic, I had to use multiple coats of primer to cover the red followed by several coats of yellow to get a solid color. Though my coats were very thin, it was apparently enough to leave fit issues in the rear panels. Not particularly visible in the picture are additional gaps between the glass and the surrounding plastic frame of the rear hatch.

The body panels go on the frame fairly easily, but I ran into more fit issues here. A primary example would be between the hood and the door panels. Again, I can't say that it is the kit that has the issue, but it was a first for a Tamiya kit in my experience. The wheels and exhaust are molded in red plastic, so again I painted them yellow. I would not be surprised if they are chromed in the final release of the kit, as that is often the presentation I have seen in Tamiya's car releases.

The rear hatch has two struts to keep the engine compartment open. The doors can also be latched in the open position, though I was unable to get them to stay open long enough to take a picture. In exception of the body panels, the kit went together fantastically for me. And now for some fingerprint revealing photos. It always amazes me how a camera really brings out the fingerprints you can't see otherwise





Tips, Tricks and Ideas That May Be Useful

By: Rem Brant



When I take the body from the box, I carefully examine it for possible problems when painting - like cavities where paint probably won't be sprayed, high points, difficult curves, etc. This gives you an idea HOW to paint this particular body. If the body consists of several parts (hood, doors, bumpers, etc), I paint them separately. (I know most people try to paint them all as one thing to keep number of paint layers the same, but I just count the layers). If there are several parts that will be glued to the body and painted body color, like headlights bases, cooling ducts, etc, glue them before painting.

First thing I do is preparing the body. Plastic preparation is relatively simple - wash the parts, sand all the mold lines, fill all the sink marks, smooth all irregularities, correct all inaccuracies, then light sand everything with fine grit (800) sandpaper under the running water, then dry.

When primer is dry, actual painting starts. My favorite paints are lacquers, but a perfect finish can be achieved using any type of paints. I used enamels and acrylics, cellulose paint and nail polish, but lacquers are my preferred type of paint, especially Tamiya synthetic lacquers. It doesn't really matter how you apply the paint - spray can or airbrush - both methods are good for large area coverage such a body of a model car (many may not agree with me, but I laid very good paintjobs using both cans and airbrush). Rattle cans could be tricky sometimes, because you can't really control the pressure and paint flow, but I found that Tamiya cans are very easy to use, and their paint is very forgiving. I will give the guidelines for lacquer paints, but all the steps are similar for other types of paint, with only slight differences in application and drying times. In any case, to lay the foundation of the good paint job, mount the body on your favorite stand, and spray a very light coat of paint.



Do not even bother to cover most of the primer - just mist some paint, but make sure you mist it everywhere. Also, make sure that the humidity and temperature are suitable. Do not paint when it is cold or very humid, and when its very hot and dry. After about 20 minutes (more for enamels), lay down a second mist coat, this time try to cover most of the primer.

This coat must cover all white primer, and the body must be covered completely. The paint could be flat in places, but this is normal. Make sure its uniform and covering every possible surface. Dry for 2-3 hours. If the paint is not completely dry before spraying a wetcoat, solvents in the paint may dissolve the paint underneath and cause many problems, like poor coverage on the high spots, paint running, and uneven coverage.

After all of your mist coats are dry (I usually wait about 2-3 hours with lacquers and a 24hrs with enamels) its time to spray a wetcoat. If you using your airbrush, thin your paints a little less than you would for your mist coats. This will prevent paint from easy running. If you are using spray cans, just increase the distance to the model 1 inch, but move your can little bit faster when spraying.

Now to the most important part. Press down the trigger and start painting. Add paint to the surface with steady motion until the paint starts to gloss up, or the better way to explain it would be when the paint starts to look WET. This is when you have to stop, or the paint will run. Make sure you cover the entire body, not only one side. Do not spray one side till the paint glosses up and then move to another side. Do it all at the same time to assure even coverage everywhere. I rotate my bodyshell very often when painting; this is why I prefer using coat hanger as my stand. After spraying the first wetcoat, cover the body with something to avoid dust in your paint. You can remove the cover in 10-15 minutes to allow the paint to gas out. Now the paint needs to cure for much longer period than 2-3 hours. Even lacquers. I usually wait 24 hours for lacquers, and 2-3 days for enamels, acrylics are very similar to lacquers in their drying time btw.



After paint has cured, you will probably see some texture to it - even if your undercoats were glass smooth. That's normal because paint gets textured while it dries. This is especially true for lacquers. Second wet coat will cover this. About the only thing you need to do before spraying the second wetcoat, is make sure you do not have dust and other things in your paint. Wet sand them with 3600 sandpaper, and smooth out the paint with even higher grit (or toothpaste!). Wash and dry. If your wetcoat removed some paint from the high spots and you can see white primer bleeding through - this is the time to touch up those spots. Do not put a lot of paint though - or it will be visible even after second wetcoat. Mount your body, and repeat the process. This time leave the paint to cure for at least 4-5 days for lacquers, and good 10 days for enamels.



Now when your paint is dry, we need to polish it to a high gloss shine! Its not a necessary process, but even if your paint looks awesome after second wetcoat, it will look mile deep after polishing. If you managed to put some dust in your paint while laying down a second wetcoat, wetsand it with very fine (3600) sandpaper. Be extremely cautious if you used metallic paints - metallic colors tend to get lighter in places of sanding, and you do not want this. The rule of thumb when polishing metallic paints, is to apply a coat of clear over the metallic paint, let it dry completely, and then polish the clear coat, not the paint. This adds one more step to the painting process, but believe me, its better than stripping the entire body! Lightly sand the entire body with 6000 grit, and then smooth out with higher grits (8000, and maybe even 12000, but I rarely use this one!). When sanding is done, rinse the model under the running water and let it dry.

Now about polishes and waxes. I use 3M polishing compound and The Treatment wax "the last detail". I had great success with Novus polishing system, and also with 3M compound and Tamiya Wax. Basically, you can use any fine polish and wax (even automotive wax on lacquer paints). The polishing process is simple enough: get a cotton cloth (old t-shirt work fine), preferably white (this will help you see how much paint you removing), several q-tips, 2-3 toothpicks, and a polishing cloth (same t-shirt).



Wrap the cloth over your index finger and dip it into polish. Then start rubbing the surface with circular motion. Try not to rub over fine details and raised edges. Polish works just like fine sandpaper, only in a liquid state. It removes paint and by doing this smooths the surface, and if you rub over raised edges, it will remove paint just like sandpaper does. When polishing the paint, rub it till all polish is absorbed by the cloth, and then take another (clean) cloth and rub over the polished area to remove remaining polish. You will immediately see if you need to polish this area some more, or if its already polished enough. Do not worry if some of the polish filled the panel lines, you will get rid of it later. Use q-tips dipped in polish to polish hard to reach areas. Work slowly, and check your work often. Repeat the process if needed, and move to another part of the car. I usually start with the hood and continue to the roof, trunk, then to the sides of the car. When you done polishing the entire body, get an old toothbrush, and wash the body under warm running water gently scrubbing panel lines with toothbrush and mild detergent to remove all the polish from the panel lines. Rinse the body and let it dry completely.

When its dry, use the same technique as with the polish to apply wax. Wax is even finer abrasive, and will bring your paint to an amazing shine, you will see your reflection in the paint!

Again, work slowly, and check your work often, because it will be really frustrating if you cut through the paint on this final stage! Of course you'll be able to touch it up, but its better not to. On this stage try not to put a lot of wax into the panel lines, cause you wont be able to wash the body after waxing. Put very little wax on your cloth, and try not to rub over the panel lines with loaded cloth - only when there are almost no wax left on it. After you done waxing the entire body, take a toothpick and carefully remove all the wax from the panel lines. Then give a body one final rub with clean cotton cloth. Try to rub in circular motion again. After you finished, your paint should look similar to the one on the pictures.



The Bullsheet

News, Notes and Events

By: Town Cryer

Updated Show Schedule for the 2014-2015 Modeling Season.

Start	End	Chapter	City/Area
03/15/2014	03/15/2014	Roscoe Turner	Indianapolis, IN
03/22/2014	03/22/2014	Three Rivers	Pittsburgh, PA
04/03/2014	04/05/2014	*AMPS International Convention, Fredericksburg, VA	
04/11/2014	04/12/2014	Wright Field Scale Modelers (IPMS Local / AMPS Regional)	Dayton, OH
05/09/2014	05/10/2014	Warren (IPMS/USA Region IV Convention)	Detroit, MI
05/17/2014	05/17/2014	Military Modelers Club Of Louisville	Louisville, KY
05/31/2014	06/01/2014	*Wonderfest, Louisville, KY	
08/06/2014	08/09/2014	IPMS/USA 2014 National Convention, Hampton, VA	
09/06/2014	09/06/2014	Dayton Area Plastic Modelers	Dayton, OH
09/13/2014	09/13/2014	NWVMM	Shinnston, WV
09/20/2014	09/20/2014	Shenango Valley Area Scale Modelers	Sharon, PA
09/27/2014	09/27/2014	Kalamazoo Scale Modelers / West Michigan Scale Modelers	Kalamazoo, MI
10/04/2014	10/04/2014	Erie Scale Modelers	Erie, PA
10/11/2014	10/11/2014	Cincinnati Scale Modelers	Cincinnati, OH
10/12/2014	10/12/2014	Lorain County	Lorain, OH
11/02/2014	11/02/2014	John H Glenn / Western Reserve	Cleveland, OH
02/07/2015	02/07/2015	Mid-Michigan	Bay City, MI
04/10/2015	04/11/2015	Wright Field Scale Modelers (IPMS/USA Region IV Convention)	Dayton, OH
05/02/2015	05/02/2015	Warren	Detroit, MI
05/30/2015	05/30/2015	Toledo	Toledo, OH
07/22/2015	07/25/2015	IPMS/USA 2015 National Convention, Columbus, OH	

* Denotes non-IPMS event (shown for info only)



Contest Corner

By Ian P. Dow



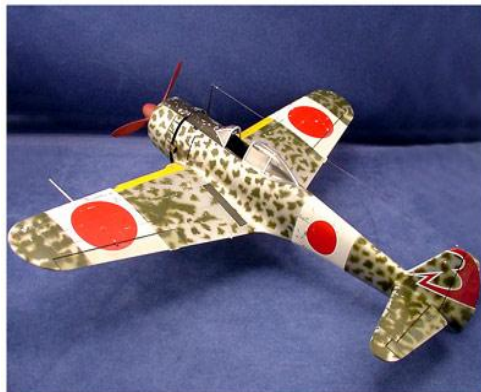
1st Place Coyote

By: Ian P. Dow



2nd Place Roman Legionaire

By: Ian P. Dow



3rd Place: KI 43 Oscar IJA

By: Jerry Fraske



3rd Place: Macci 205 Italian Fighter

By: John Kesner

Model of the Year Standings

Ian Dow	19 points
Tim Howell	11 Points
Jeff Edge	6 points
Jerry Fraske	4 points
John Kesner	4 points
George Smith	4 points
Rick Forsy	3 points



Contest Corner Continued

By Ian P. Dow



4th Place: Snow Man Rebellion

By: Ian P. Dow

4th Place: M578 Recovery Vehicle (Not Shown)

By: Rick Forsys



5th Place: 1966 Mustang Gasser

By: Tim Howell from Livonia

The Bullsheet

Celebrities who served in the Military

By: Kodachorme Homie



The Kang learnt how ta shoot a zooka when he was in the uh 32nd Armor Division pretty baby.
Uh Thankya Thankya verymuch



Tracy Marrow (Ice-T is his stage name) Sucka. joined the Army's 25th Infantry Division. He served for four years before returning home, where he eventually started a successful music and acting career.



Fact: Chuck Norris was in the United States Air Force. Fact: While stationed in Korea, he trained in Tang Soo Do and later created his own form of martial arts called Chun Kuk Do. Fact: When the bogeyman goes to sleep every night, he checks his closet for Chuck Norris.



Mess Hall

By: Grunty the Magic Pig

Moroccan Meat Loaf Recipe

[Add to shopping list](#)

INGREDIENTS

- 2 lbs ground lamb
- 1 lb ground beef
- 2 Tbsp olive oil
- 1 yellow onion, chopped
- 1 large carrot, peeled and chopped
- 1 large celery stalk, chopped
- 2 Tbsp chopped garlic (about 6 cloves)
- 2 Tbsp minced fresh ginger (3-inch piece)
- 1 1/4 teaspoons kosher salt
- 1 teaspoon sweet paprika
- 1 teaspoon ground cumin
- 1 teaspoon curry powder
- 1/4 teaspoon cayenne
- 1/4 teaspoon ground cinnamon
- 1/4 teaspoon freshly ground black pepper
- 1 1/4 cups dried bread crumbs
- 2 small eggs
- 1/4 cup chopped fresh cilantro
- 2 Tbsp chopped fresh mint



METHOD

- 1 Preheat the oven to 350°F. Combine the lamb and beef in a large bowl. Set aside.
- 2 Heat the olive oil in a large skillet over medium-high heat. Add the onion, carrot, celery, garlic, and ginger and cook for about 5 minutes, or until the onion is translucent. Add the salt, paprika, cumin, curry powder, cayenne, cinnamon, and pepper. Cook for 1 to 2 minutes to release the flavors. Remove from heat and let cool for 10-15 minutes.
- 3 Stir the vegetables into the ground meat. Mix in the bread crumbs, eggs, cilantro, and mint. Transfer to a 1 1/2 quart loaf pan and set in a baking pan. Pour water into the baking pan to reach halfway up the sides of the loaf pan.
- 4 Bake the meat loaf for 1 1/2 hours, or until firm and cooked through. Let rest for 10 to 15 minutes. Unmold onto a plate and slice. Serve with optional Pomegranate BBQ sauce, ketchup, or just the drippings from the meatloaf itself. Very good served with rice pilaf.