



The
Winners
Circle

“Going Green”

'59 Plymouth Sport Fury by John Goschke

PHOTO BY JOHN GOSCHKE

by Tommy Kortman & John Goschke

Going Green. That was the theme for the March theme contest. And the model that had us all “Green” with envy was John Goschke’s amazing '59 Plymouth Sport Fury Kustom. I had the privilege to be able to watch John work on this amazing model, and it was very inspiring...and a little intimidating. Watching John work on the smallest details can be spell binding. He puts the same effort into each and every part on the model, and his technique for painting scallops in scale is fantastic.

Well, enough of me gushing over this wonderful model, I am lucky enough this month that it’s talented creator, who also just happens to be our extremely patient and eminently gregarious editor. Take it away, Boss.

The Car: Fury to Sport Fury

Thanks, Tommy. Following on the success of the limited production high-performance Chrysler C-300 in 1955, Chrysler Corporation introduced similar special performance-oriented models in their Desoto and Plymouth product lines. The Desoto was called the Adventurer and the Fury was the Plymouth model. The Fury was available only as a two-door

hardtop, in ivory with unique side trim of gold anodized aluminum outlined with polished stainless moldings. The interior was luxurious for a Plymouth – ivory vinyl with cloth inserts woven in black, ivory and gold. Chrome, stainless, and gold anodized trim provided plenty of bright accents inside. The engine was a 303 cid version of Plymouth first-generation V-8 complete with dual four barrel carbs. Dual exhausts, upgraded suspension and brakes completed the performance package.

In 1957, Chrysler introduced a radically restyled version of their finned “Forward Look” across all their lines, including Plymouth, whose new tagline was “Suddenly It’s 1960!” That tagline wasn’t hyperbole; if you were alive and paying attention when these cars were introduced, you’ll no doubt remember how futuristic they seemed. Low and sleek, with prominent but well-in-

NEXT MEETING
April 4

- **Theme Contest: Back to The '80s**
- **Armor Weathering with Jim Rosado**
(see page 7 for details)

continued on page 8

Hello Fellow Styrene Junkies!

Spring is here and the 2014 Contest season starts this month. I hope our members do well at all of the shows. I am going to keep this column short because I am working on my entry for the NNL-EAST on April 26th.

MosquitoCon is the day after our club meeting and I know that we will have a lot of members in attendance. It would be greatly appreciated if someone going to the show would be so kind as to do a write-up on the show for next month's newsletter. Also, we would like to request that if you take photos at the show, please let us know so we can share a link on our page so other members can enjoy them. Thanks.

I will be going to the NNL-EAST on April 26th and will do a write up and post pictures of the show or I can talk Tommy K. into doing a write up. (You know I will, Bob.)

I just saw a sign on the PA Turnpike advertising the air museum on RT 611. Does anyone know if this is the old DVHAA museum?

Help Needed: I am looking for a volunteer to take over the soda duty at the club meetings. If anyone is willing to do this, please see me at the meeting.

Remember, if you have anything you would like to sell please send me the information and I will post it here and the club web site.

Here are my builds for the NNL-EAST. The altered Fiat drag car needs decals and a clear top coat.



And the wagon needs some bare metal foil and trailer hitch.

Oh, by the way, I may not be at the April meeting. If I do not make it I would like to wish everyone a Happy Passover and a Happy Easter.

That's all for now....

Heerrreee'ssss TommYYYYYYY!!

WAIT!!! What do you mean you're not going to make it? NOOOooooo!!!!

Wow, talk about short notice. Must be nice to be retired. Anyway, there is not much to report this month. Congratulations to John Goschke for his theme winning '59 Plymouth Kustom from last month. Be sure to check out the write-up in is winning model in this issue. As our illustrious...or is that boisterous leader pointed out, contest season is here. Good luck to all you Trophy Who....um... competitive members out there.

Yeah, that 's it. Next month's (May) theme is "The 80's". (the 1980's) So any subject matter from that decade is allowed. Also remember...You MUST be here to compete. We will no longer accept models into the various DVSM contests if the builder is not present. That's it for this month, and remember...IT'S JUST A FREAKIN' HOBBY!!! Now go build something. ■

Upcoming Events:

April 3rd-5th AMPS 2014 international Convention

Fredericksburg Hospitality House
Hotel & Conference Center
2801 Plank Road
Fredericksburg, VA 22401
www.fredericksburghospitalityhouse.com
(540) 786-8321
<http://www.amps-armor.org/ampssite/default.aspx>

April 5th, 2014 MosquitoCon

Wayne PAL, 1 PAL Drive
New Jersey IPMS
<http://www.njipms.org/>
[Martin Quinn](mailto:Martin.Quinn@ipms.org) 862-686-1555

April 26th NNL East XXVIII

Wayne PAL
1 PAL Drive
Wayne, NJ 07470
<http://nnleast.com/contents.html>

May 9th & 10th MFCA 73rd Annual Show & Mart

Valley Forge Casino Resort
King of Prussia, Pa
<http://www.mfcashow.com/current.html>



March Display Highlights

Photos by Tommy Kortman



P-47D Thunderbolt, 1/32, by Joe Leonetti



"Truck Garden," 1/25, by Rod Rakos



Cromwell, 1/48, by Charlie Lockard



#18 Interstate Pontiac (NASCAR), 1/25, by Tom Gill

2014 Theme Contest Point Standings to Date

	Jan.	Feb.	Mar.	April	May	July	Aug.	Sept.	Oct.	Nov.	Totals
Gill, Tom		5	3								8
Leonetti, Joe		4	4								8
Rakos, Rod		3	4								7
Tomczak, Paul		3	3								6
Kopczynski, Paul		2	3								5
Goschke, John			5								5
Hogg, Greg		1	3								4
Kortman, Tommy			4								4
Pritchett, Matt			4								4
Turco, Mike		1	2								3
Sandone, Nick		1	2								3
Tiewski, Frank		1	2								3
Volz, Joe			3								3
Vattilana, Joe			3								3
Anderson, Dave		2									2
Lockard, Charlie			2								2
Haas, Butch		1									1
Scheidemantle, Dennis		1									1

Monthly points are awarded as such: Each person who enters a model into the theme receives 1 pt. 1st place = 4+1, 2nd = 3+1, 3rd = 2+1

March Display Highlights

Photos by Tommy Kortman



T34-85, 1/35, by Joe Volz



'56 Mercury Montclair, 1/25, by Greg Hogg



Mitsubishi Montero, 1/24, by Frank Tiewski



Antonov AN-2 "Colt", 1/48, by Paul Kopczynski



M4 Sherman Calliope, 1/72, by Paul Tomczak



'69 Camaro Nomad custom, 1/25, by Nick Sandone

March Display Highlights

Photos by Tommy Kortman



M4 Sherman, 1/35, by Matt Pritchett



Douglas A4M Skyhawk, 1/48, by Joe Volz



'60 Mercury Comet custom, 1/25, by Keith Jones



'49 Mercury station wagon custom, 1/25, by Nick Sandone



Brummbär, 1/35, by Lou Ursino



'42 Ford Deluxe Fordor staff car, 1/48, by Charlie Lockard

March Display Highlights

Photos by Tommy Kortman



SdKfz.II Half Track, 1/35, by Lou Ursino



T-60 Scout Tank, 1/35, by Paul Tomczak



'69 Chevelle SS396, 1/25, by Tommy Kortman



General Motors FM-1 Wildcat, 1/48, by Brad James



Lockheed F-94C Starfire, 1/72, by Howard Rifkin



North American F-86F Sabre, 1/72, by Howard Rifkin

Armor Weathering Workshop Series with Jim Rosado



At the April meeting on Friday, the 4th, Jim Rosado will be doing the third session of his ongoing monthly Armor Weathering Clinic Series. This month's workshop will cover stains, more washes, dust, rust and grime. Jim's weathering clinics have always been very informative and the techniques learned may be applied to any modeling genre.

Jim also strongly encourages other modelers to bring any in-progress models that they have and apply these same techniques at the time of the clinic. In doing so, there will be live, in-progress feedback should anyone have any questions.

To be covered at the April workshop:

- Chipping, scuffing, mapping

Materials Needed:

Oil Paints in the following colors;

- Lamp black
- Raw Sienna
- Burnt Sienna
- Burnt Umber
- Van Dyke Brown
- Titanium White
- Model Master Enamel Gloss
- AK INTERACTIVE Dark Washes
- Fuel and Oil Stain
- Fine point brushes and 1/4"-3/8" brushes
- Odorless Thinner

If you have any questions email Jim at gallerynoir@icloud.com

Monthly Theme Contests 2014

Every month we will have an open contest for the monthly themes. Members will vote for the best Theme model of the month. A personalized award plaque will be made by Mike Napoleon and presented at the following meeting.

JANUARY

cancelled

FEBRUARY: Winner - Tom Gill

"Stone Cold" (*subjects with a winter or snow theme*)

MARCH: Winner - John Goschke

"Going Green" (*green in color*)

APRIL

"Big Hair & Parachute Pants:
Back to the 80's"

MAY

"Nostalgic" (*the kit must be over 25 years old – straight re-issues ok too*)

JUNE

Gold, Silver & Bronze Contest

JULY

Japan

AUGUST

"End of Summer" (*The last of any series*)

SEPTEMBER

"You're an Animal" (*animal names*)

OCTOBER

"Let's Go Out to the Lobby" (*TV and Movie subjects*)

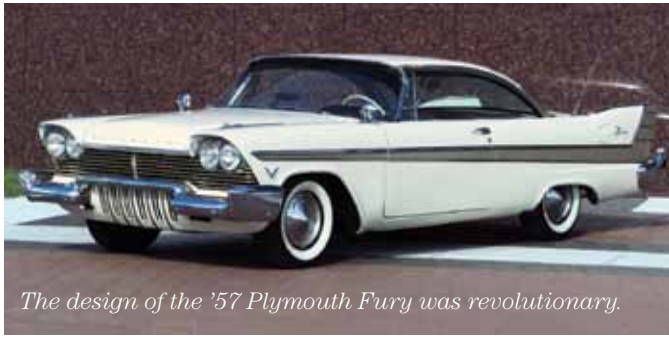
NOVEMBER

"Team Mates" (*yup, another 2 model event*)

DECEMBER

Favorite Five contest

Winner's Circle: '59 Sport Fury *Continued from page 1*



The design of the '57 Plymouth Fury was revolutionary.

egrated tailfins and relatively simple trim, they made such an impression that, even though I was not quite four years old at the time, the '57 Dodges and Plymouths sparked my life-long fascination with automotive styling. The restyled Fury for '57 followed the same basic concept as the '56, being a performance luxury hardtop available only in ivory with matching interior. It featured a larger 318 cid version of the previous V-8. Underneath was a heavy-duty version of Chrysler's new-for-'57 torsion bar suspension. The Fury was carried over again for the mildly facelifted '58 line as a performance image car in the same exclusive color combo. Big news was an optional 350 cid second-generation "wedge head" V8 with two 4V carbs in addition to the standard 318 2x4V first-gen mill. Fuel injection was available but was fitted to very few cars, and was almost universally replaced with carburation when the systems proved troublesome.

In 1959 Plymouth received a more extensive restyling, with new arching tailfins, eggcrate grill, and elliptical tail-lights. Hardtops received a compound-curved windshield that had been introduced on the other Chrysler Corp. hardtops in '58. The Fury lost its performance image, essentially replacing the Belvedere as the top-line family car, being offered as a four-door hardtop and four-door sedan, as well as a two-door hardtop. The new Sport Fury became the performance image car, and was offered as a convertible or two-door hardtop available in Plymouth's full range of colors. The 318 cid engine was standard once again, while the "Golden Commando" 361 2x4V wedge head engine was the hot option. Other interest-

ing '59 features were semi-bucket front seats that swiveled out when the door was opened to ease entry, and an automatic day-night rear view mirror that used a photocell to flip the mirror to the night position when headlights appeared behind. An option for all sedan and hardtop models was a fake spare tire cover for the trunk lid, sometimes referred to as the "toilet seat."

The Kit & The Model

The kit I used for this model was an original 1959 Johan "3-in-1" customizing kit from the first year the company offered model kits. Like contemporary AMT kits, they were based on Johan's acetate dealer promotional and friction models. Unlike the Dodge and Plymouth promos, which had no interior, the kits featured a full interior, with correctly patterned seats, dash and steering wheel. Released only during the 1959 model year, these kits have been collector's items for years.



The original replica stock build of the Johan kit from 1976.

I purchased this particular kit in about 1976 and built it at that time in "replica stock" fashion in copper and white to match the Sport Fury pictured in Plymouth's showroom brochure. I added a set of scratch-made Foxcraft flush-fitting fender skirts and a pair of swept back radio aerials to the rear deck. While it was a decent looking model, it had an orange peeled finish that I rubbed through when polishing, then rather crudely touched up. Over the years the white paint on the roof cracked, the foil started to oxidize and

peel, and the interior was dusty and dirty and the plating had faded. By 2008 when I was again building model cars, it was long overdue for a rebuild.

Inspiration for a Rebuild

Shortly before deciding to rebuild the Fury, I had discovered an extensive collection of photos online by custom car historian Rik Hoving that were taken in the late '50s and early '60s by a northern California auto body repairman and painter named Jim Roten. Among the photos of cars he had custom-painted back then was a '59 Sport Fury convertible done in a panel outline and scallop fashion similar to that popularized by Larry Watson in Los Angeles. Other than the wild paint, the only custom touches were a set of '58 Dodge Lancer wheel covers and a slight lowering with a forward rake.



'59 Sport Fury custom-painted by Jim Roten in 1960. Photo from Rik Hoving's Custom Car Photo Archive.

For some time I'd been wanting to build and paint a model in this style and here was the perfect inspiration. Since the photo was black and white I felt free to choose my own color scheme for my hardtop model, while modifying and refining the paint layout. The big difference would be the rear deck, where the model had the "toilet seat" and the ragtop in the photo did not. Another car seen online provided the inspiration for the final color – a beautiful low-mileage original Sport Fury in Emerald Green metallic with a matching interior.

I disassembled the old model and stripped the Duplicolor lacquer from the body and the plating from the bumpers, etc. with Easy-Off oven cleaner. After stripping the bumpers and other chrome parts were cleaned of moldlines and polished in preparation for new plating. All the moldlines in

Winner's Circle: '59 Sport Fury *Continued from page 8*

the body were cleaned up and missing panel lines were scribed at the rear edge of the front fenders where they met the cowl and rocker panels. The rear wheel openings were reshaped slightly to more closely resemble those on the real car. These were really the only shapes on the body I could quibble about – Johan did an excellent job capturing the shape of all their Chrysler models. I added a bit of strip styrene around the inner edge the side window opening to represent weather stripping. The molded-on wipers were shaved off for later replacement with new, scratchbuilt, Alclad-plated wipers. Another addition was the optional rocker panel moldings that were on the ragtop in the inspiration shots.



The first mockup of the rebuild. The body displays traces of the old primer. This was covered with Tamiya White Primer.

I purchased a set of Modelhaus reproduction Johan '58 Dodge wheelcovers for the model – after detail painting they were installed in a set of 1961-vintage AMT tires with hand-painted, Polly-S white, whitewalls. AMT wheelbacks and thin wire axles and scratch “lowering blocks” were used in place of the thick, splined Johan axles. The model's ride height, wheelbase, track width, and rake angle were adjusted as the first step in the build as I didn't want to be making those sort of adjustments and repeated test fitting on a finish-painted and foiled model. Plus, seeing the model mocked up on the wheel and tires with the perfect stance gives the inspiration to carry on to the next step. Since the chassis in this early kits was not very detailed I simply sprayed it flat black. However, I did create inner wheel wells for the front so that viewers wouldn't be able to look in one well and out the other side.

After the stance was worked out, the bumpers, taillight housings, and decklid spare cover were sent to Little

Motor Kar Co. for replating.

I mixed the Emerald Green using Tamiya Metallic Green and Blue decanted from spray cans and applied with an airbrush. The lighter green panel outlines and scallops were done in Tamiya Pearl Green, also decanted and airbrushed. The dark green was applied first, then, after it had dried for about five days, the outline and scallop pattern was outlined in 3M black photographic tape cut in thin, 1/32” wide strips. The thin strips enable me to work the tape around the tight inside and outside curved corners of the pattern. After the entire pattern was laid out the areas to remain Emerald Green were covered in larger pieces of tape. Admittedly this is a long and tedious masking process, taking about 10 to 12 hours, but care taken here means little or no touch up later. After masking, the Pearl Green was airbrushed in light applications to avoid flooding the edge of the masking tape. As soon as the light color was barely dry to the touch all the masking was carefully removed. Often, if the paint is allowed to dry hard before unmasking, it will tend to chip along the edge when the tape is removed. After the lighter color had several days to dry, I lightly wetsanded the color coats with a 3600 grit polishing cloth to knock down the edge of the light color a bit. Care needed to be taken to avoid scratching or sanding through the lighter color. Tamiya Gloss Clear was applied using a rattle can. Once the clear had several days to cure it was rubbed out using 3200 though 12000 grit polishing cloths and, finally, Novus polish. Before the foil was applied to the trim and moldings, the embossed area inside the body side moldings was airbrushed silver to replicate the anodized aluminum used on the real car.

The interior was airbrushed in the mixed Emerald Green with the cloth inserts brush painted in black, with silver drybrushing to highlight the woven pattern. The clear sections of the Plymouth steering wheel were replicated using pieces from the AMT '62 Catalina wheel. The upholstery was



The body fresh out of the masking tape.

sprayed with Testors Dullcote, then the chrome accents and hardware were covered with Bare Metal Foil. The aluminum-painted, dash-mounted rear view mirror was made from stretched sprue and shaped strip styrene with a foil reflective surface.

After final assembly I added the lake pipes from the Revell '59 Impala custom kit, along with the wipers and a stretched sprue aerial in a small chrome base from a kit aerial. The final touch was a computer-created 1960 Pennsylvania license plate with the same tag number as the northern California car that inspired the model.

There you have it folks. Another wonderful winning theme model brought to life in our wonderful tome. That's it for now. So, once again, congratulations to John on his winning build and a reminder that the April theme is...THE EIGHTIES! (That's the 1980's for some of you clowns) So, any subject from 1980 to 1989 will be eligible for the contest. Oh, just because I know how you guys think...that means the subject matter is from the 80's... NOT the kit. Nice try.

One last reminder before I go. Just in case some of you were not at last month's meeting, an announcement was made regarding all DVSM contests. Starting his months, and going into the future, all models entered into DVSM contests must be entered by their builder. We will no longer allow models to be “mailed in” (brought in by another member). You must be here to compete. These contests are meant to be a fun activity that we all share at the meetings, not just a chance to add to your trophy case. Thank you...that is all. We now return you to your regularly scheduled program...all ready in progress. ■

Join IPMS/USA

Why? The International Plastic Modelers' Society/USA, of which Delaware Valley Scale Modelers is a chapter, finances the insurance required for our monthly meetings and for model contests around the country, and offers a make and take program for young modelers. Encourage the enjoyment of modeling in all its forms: aircraft, armor, cars, ships, fantasy, figures, military or civilian, beginner or advanced, join IPMS/USA! "By Modelers, For Modelers"

What do I give? Adult, 1 year: \$25. Adult, 2 years: \$49. Adult, 3 years: \$73. Junior (under 18 years), \$12. Family, 1 year: \$30 (adult + \$5).

What do I get? A membership card with your IPMS number that entitles you to enter the IPMS/USA National Contest, plus the magazine, IPMS/USA Journal, six issues per year, featuring great models and building techniques, kit and book reviews, and activities, plus access to members-only content on ipmsusa.org.

How? Clip and mail the coupon in the DVSM Newsletter or the IPMS/USA brochure, see our IPMS contact, Joe Vattilana, at the next DVSM meeting, or join online at ipmsusa.org. ■

IPMS/USA
Join or Renew Online at: www.ipmsusa.org

P.O. Box 2475
North Canton, OH 44720-0475

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (required by FIA) _____

Type of Membership: Adult, 1 Year: \$25 Adult, 2 Years: \$49 Adult, 3 Years: \$73

Junior (under 18 years) \$12 Family, 1 Year: \$30 (Adult + \$3 One Set Journals) **How Many Cards?** _____

Canada & Mexico \$30 Other / Foreign: \$32 (Surcharge) Other / Foreign: \$55 (Air)

Payment Method: Check Money Order Credit Card (www.ipmsusa.org)

Credit Card No.: _____ Expiration Date: _____

If Recommended by an IPMS Member, Please List His / Her Name and Member Number: _____

Name: _____ IPMS No.: _____

Support the Local Hobby Shops

THAT SUPPORT OUR CLUB

MAIN LINE HOBBIES

Plymouth Meeting Mall, Plymouth Meeting, PA

- Tel 610-834-1600
- 20% discount to DVSM members
- www.mainlinehobbies.com
- email: les@mainlinehobbies.com
- Mon., Wed.-Sat.: 10 am - 9 pm Sun.: 11am - 6pm
Closed Tuesday
- Sat.: 10 am - 5 pm • Sun.: 12 pm - 4 pm

BNB HOBBY & TRAIN DEPOT

10 West Camden Ave., Moorestown, NJ 08057

- Ph: 856-235-9055 • Fax: 856-235-9255
- Offers 15% discount to DVSM members
- email: bnbhobby@msn.com
- Tue. -Wed.: 6-9 pm • Thu.-Fri.: 12-9 pm
- Sat.: 11 am-7 pm • Sun. 11 am-3 pm
- Trains, Models, Crafts, Rocketry R.C., Puzzles, Paints

NEW CONCEPT III

Offers 10% discount to DVSM members

676 Stokes Road, Medford, NJ 08055

- 609-953-0404
- Open 7 days a Week, • M-F 11-8, Sat 10-6, Sun noon-4
- Have thousands of kits dating back to the 1970's

D & K HOBBIES

Offers 10% discount to DVSM members

116 Barclay Shopping Center, (Route 70 West), Cherry Hill, NJ 08034.

- (856) 795-9005 • www.dkhobbys.com
- RC, Model Kits, Trains, Crafts, Collectibles and more
- Mon.-Fri 11 am - 8:pm • Sat., 10 am - 5 pm • Sun, Noon - 4 pm. • Closed Wednesday

HOBBYMASTERS, INC.

"New Jersey's Most Complete Hobby Center"

62 White Street, Red Bank, New Jersey 07701

- Phone: 1-732-842-6020 • Fax: 1-732-747-3752
- Mon. - Thurs: 10:00 am to 6:00 pm • Friday, 10:00 am to 8:00 pm • Saturday, 10:00 am to 5:00 pm • Sunday, 12:00 Noon to 5:00 pm
- Offers 10% discount to club members. (Show your club card)
- Web: www.hobbymasters.com

Z & Z HOBBIES, INC.

101 Sloan Avenue, Mercerville, New Jersey 08619

- Phone: (609) 586-2282 • Web: www.hobbiesnow.com
- Mon., Tues., Thurs.; 10 am to 6 pm
- Wed. & Fri.; 10:00 am to 7:00 pm • Sat.; 10 am to 5 pm
- Sun.; Noon to 4 pm.
- 10% discount to club members. (show your club card).