

IPMS ORANGE COUNTY

Newsletter – May 2014

Volume 22 # 5

Southern California's Premier Model Club



The President's Column

By Sean Fallesen

Last month's presentation has gotten me to thinking about my approach to modeling. Pre-shading techniques, sure, I already use those. But this hairspray and salt stuff... those were some impressive effects, using what seems like outlandish materials.

So, starting with that issue of materials and unusual tools... for so many years now, I've heard modelers talk about their tricks and techniques. I've seen the demonstrations. I've seen the fascinating results. I've even rushed out on occasion and bought all the stuff needed to try it myself. And yet... I rarely actually follow through and do it!

As an example, when Leigh Eaton gave his demonstration on using multi-colored oil paint to add depth and complexity to armor weathering, I bought everything he talked about the next day. But it took me a couple years before I finally used it on the Whippet I built a couple months back.

This salt technique we watched at the April meeting – that looks amazing, so convincing for chipped paint (and

in this case, nothing to buy – just raid the pantry!). I'm thinking I'd like to try it... but on what? And here is where I realize I have a hang-up!

I realize that my approach to modeling is very subject - well, I guess you could even say *object* – oriented. I build items. I build series of items. I collect, rather than express. I rarely create display bases, as I'd rather move on to the next model. Heck, all those sea bases you've seen on my 1:700 ships are only there because I need a protective cover over those delicate details!

In This Issue

<i>Table of Contents</i>	<i>Page</i>
Financials	4
USA Membership	5
Editor's Column	6
Membership Application	7
Club Meeting	8
Contest Corner	12
MOTY	14
Monthly Contest Results	15
Contest Photos	16
Cars & Coffee	20
Fisher Body Contest	24
SCAHMS Contest Results	28
Grand Prix of Monaco	31
Planes of Fame Chino	47
Contest Themes for 2014	53



President's Column

And as for the weathering of the subjects, I see that I tend to stop short of anything especially heavy or experimental, especially if building a series of subjects that I want to have consistent with each other.

I want subjects in my collection to fit in with the others. Not 3 sister ships as water lined models in my typical cases, and the 4th in a full-hull dry-dock diorama. I want them the same – and it's this kind of preference that I feel hampers my willingness to actually try some of these wonderful techniques! Of course, no one says I *have* to count them as part of the same set, or that I can't build another one to fit in with the others – but there are other subjects to move on to! (Maybe the fact that I've been sorting my collection of unbuilt kits the last few weeks is feeding these musings as well.)

Everyone has their own modeling style and focus, and I clearly see that this is mine... yet I do feel jealous sometimes when I see how clever, creative, and expressive some builds get. Heck, the dioramas that Clem and the other Gundam builders create... the remarkable tank displays by Leigh... Terry's foliage and groundwork... I see these and get a little fired up to try my own, but then fall back into my usual pattern before actually doing it.

Maybe my newfound fascination with tanks will prove to be my outlet for this kind of artistic creativity... I've already established a more ambitious display style with that Whippet...*SF*

Meeting Notice & Agenda

Date: April 18, 2014

Theme: April Fools

Doors Open: 7:00 p.m.

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

Loaction: La Quinta Inn & Suites

3 Centerpointe Drive

La Palma, CA 90623

Off the 91 Fwy at Valley View



IPMS ORANGE COUNTY Newsletter

May 2014



2014 Chapter Officers

President	Sean Fallesen sean@ipmsoc.org
1 st Vice President	David Frederick david@ipmsoc.org
2 nd Vice President	David O'Barr
Treasurer	Michael Bare michael@ipmsoc.org
Secretary	William Green
Contest Director	Darnell Pocinich darnell@ipmsoc.org



IPMS NATIONAL CONVENTION
August 6 to 9, 2014 at Hampton Virginia
<http://www.ipmsusa2014.com/index.htm>

Volunteers

Chapter Contact	Nat Richards (949) 631-7142 ocipms@aol.com
Newsletter Editor	Terry Huber (714) 544-8908 terry@ipmsoc.org
Webmaster	Joe LoMusio ipmsoc.Joe@gmail.com

Mail IPMS Orange County
P.O. Box 913
Garden Grove, CA 92842
ocipms@aol.com www.ipmsoc.org

National Website www.ipmsusa.org



Club Logo T-Shirts and Crew Shirts



We have a few sizes left on the club T's and Crew shirts. As you know by now our Treasurer Michael Bare can accept credit cards, PayPal and of course checks and cash as well for payment. One of the easier ways to check on a size and availability of a shirt is to send Michael Bare an email michael@ipmsoc.org with your type of shirt and size. The T's are \$15 and the Crew shirts are \$75.

From Our Treasurer

Financial Statistics for the meeting in March 2014

Admission

Members	36
Non-Members	6
Juniors	1
Paid in Full	8
Guests	0

Distressed Kits

Monthly Raffle	\$ 200.00
Total Income	\$ 438.00
Total Expenses	\$ (345.57)
Profit / (Loss)	\$ 92.43

Total Attendance 51

\$ in Checking \$ 1,715.32

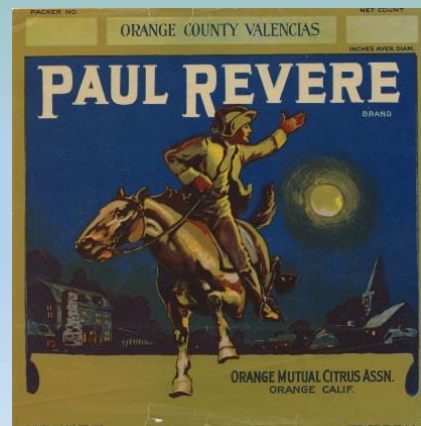
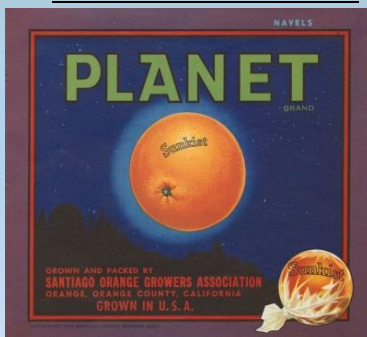
\$ in Savings \$ 4,010.12

Memberships / Renewals

Regular	1
Youth	0
Full Year	0

\$ in PayPal \$ 100.00

Total in Bank \$ 5,825.44





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





Outdoor Edition

By Terry Huber – Newsletter Editor

Just when you get settled into your modeling chair on a cool morning, an Air Show pops up or there is another contest to travel to. All of a sudden you are outdoors at that air show or event. So goes for the recent Planes of Fame Chino Air Show. I have a short photo essay on that and Mike Budzeika covers the San Jose / IPMS Silicon Valley show. Foster Rash presents his take on the GM talent search for the Fisher Body Craftsman's Guild looking for new design talent in the '50-60's. More from Byron "Pete" Evans with coverage of Cars and Coffee event or as I like to call it the "1187 Club" and Fred Horky treats us to The Monaco Grand Prix in the early '60's. With the IPMS San Diego contest coming up along with the Wings over Gillespie Air Show at the same event, well there you have it. A great model contest with an air show! Looks like there is plenty to do out there. Check the events at the end of the newsletter. Your modeling chair is going to be empty for a while this summer. *TH*





Membership Renewal Time

Below is the new and improved Membership and Renewal form. Print this page, fill it out and bring it to the meeting. It is also available on-line at www.ipmsoc.org.



IPMSOC MEMBERSHIP APPLICATION

Print out and fill in this form completely and bring it to one of our monthly meetings, or mail it, with your payment to IPMS Orange County, P.O. Box 913, Garden Grove, CA 92842. Thank you.

Date: _____

Application for: New Membership Renewal

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Contact Info: Home phone: _____ Mobile: _____

Email: _____

Date of birth (optional): _____

List memberships you have in other clubs and organizations (e.g. IPMS/USA, AMPS)

What are you current modeling interests:

Aircraft Armor Autos Ships Figures Sci-Fi Railroad

Other: _____

What classification modeler are you currently:

Novice Advanced Master Not sure

Your Signature: _____

(By signing, applicant agrees to abide by the rules and regulations detailed in the Constitution and Bylaws of IPMSOC)

Membership rates: All memberships are for the calendar year, January through December. Therefore, depending on when you join, the following pro-rated schedule will be used: \$22 (Jan - Mar), \$20 (Apr - Jun), \$15 (Jul - Sep), \$10 (Oct-Dec).

Note - There is also a members dues of \$5 when you attend a monthly meeting, that is not part of this membership fee.

IPMSOC staff only:

Membership approved _____/Date Fees Paid _____/Date Added to Roster _____/Date Badge made _____/Date



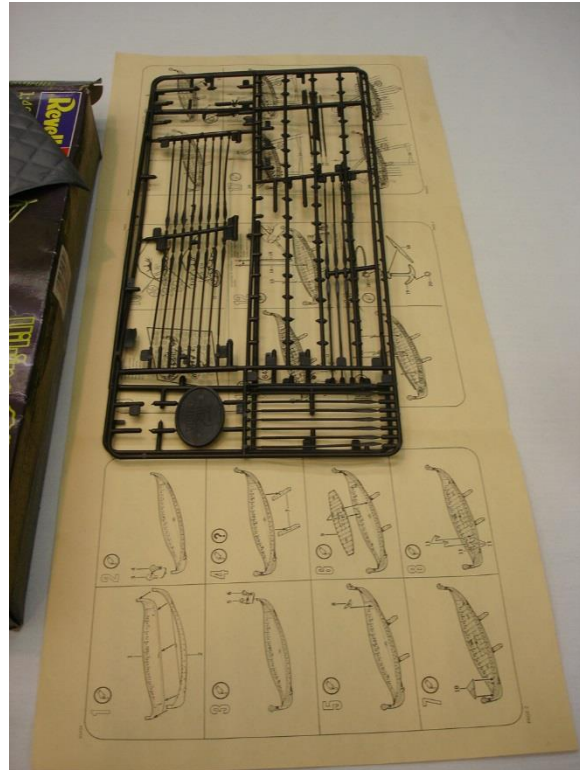
Seen at the club meeting in April.....

Club Photos by Mike Budzeika



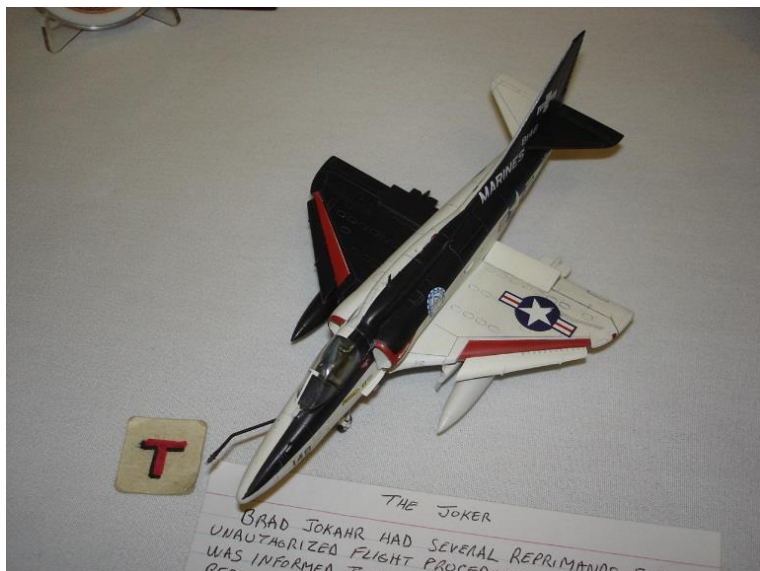
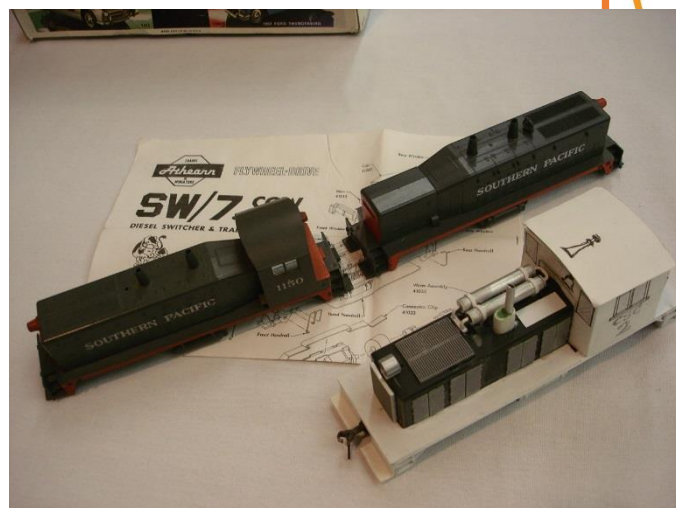


Display Table April Meeting.....



IPMS ORANGE COUNTY Newsletter

May 2014





Club Meetings in the SoCal area

IPMS Orange County

Meets the 3rd Friday of each month
La Quinta Inns & Suites
3 Centerpointe Dr.
La Palma, CA 90623
Doors open at 7:00 p.m. till 10:00 p.m.
Non-member fee \$7

Temecula Valley Model Club

Meets the 2nd Saturday of each month
10:00 a.m. at the Hobby Town
27452 Jefferson Ave. Suite 7
Temecula, CA No-fee meeting
Contact ljapr@verizon.net

SoCal Amps

Meets the 2nd Saturday of each month
Frye Sign Company
12818 Nutwood St. Garden Grove CA
4:00 p.m. to around 9:00 p.m.
Bring some chairs No-fee meeting

Pasadena Modeling Society

Meets the 4th Friday of each month
154 West Sierra Madre Blvd.
Sierra Madre, CA
Doors open at 7:00 p.m.
Non-Member fee \$5

IPMS San Diego Model Car Club

Meets the 2nd Tuesday of each month
San Diego Auto Museum / Balboa Park
2080 Pan America Plaza
San Diego, CA
sdmodelcarclub.com

IPMS San Diego

NEW LOCATION

Meets the last Friday of each month at
Girl Scouts San Diego
1231 Upas St. San Diego, CA
Use Richmond St. entrance to Upas
Doors open at 6:30 p.m. till 10:00 p.m.
Adult first visit is free and then \$4.00

Secret Society of Model Builders

Meets the 2nd Sunday of each month at the
Game Empire
7051 Clairemont Mesa Blvd
Suite 306 San Diego, CA
Doors open at 6:00 p.m. till about 9:00 p.m.
Adults are \$5

Southern California Area Historical Miniatures Society

SCAHMS meets the 2nd Saturday of each month
La Quinta Inns & Suites
3 Centerpointe Dr.
La Palma, CA 90623
Meeting from 10:00 a.m. to 1:00 p.m.
(*Same place as the IPMS meeting. Ed.*)

IPMS Ontario

Meets the 1st Monday of each month
Except Holidays
Ontario Police Department
2500 South Archibald Ave.
Ontario, CA
Doors open at 6:30 p.m. to 9:00 p.m.
No fee meeting



Los Angeles Miniaturists Society

LAMS Meets the 1st Saturday of each month
Veterans of Foreign Wars building
1006 W. Magnolia Blvd.
Burbank, CA 91506
Meeting starts around 9:00 a.m. till 12:30 p.m.
Frequent demonstrations
Non-member fee \$5



Contest Corner

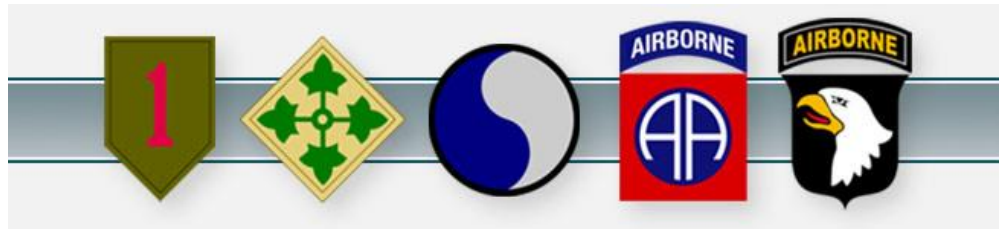
By Darnell Pocinich

Well, April has come and gone and I win the Dumb Bunny Award for having a serious “brain fart” for forgetting to submit my article for the April newsletter. Sorry guys!!! I did remember to pay my taxes and attend the April meeting.

The April model contest was a good one. Congratulations to all the division winners. The entries in the Master Division were all of the highest quality and test the judges each and every month. Special hats off to Foster Rash who won the Theme Award with the Fokker DVII “LoMusio Crop Duster” and Gordon Zuthers Panzer which was the Judges Choice Winner.

The theme for the May Model Contest is the “Red Star”. With those pesky Russians in the headlines again for the land grab of the Crimea and other high jinx in the Ukraine, it seems fitting to spotlight Soviet/Russian-themed models. The range of subjects is wide and varied. Aircraft, ships, vehicles of all types, rockets and spacecraft – the list is long. The time span for subjects reach from pre-WWI to the Cold War and into the present. My choice would be a Russian aircraft carrier-born fighter aircraft of today. Good luck to all and build more models!

The theme for June is “D-Day, June 6, 1944 – Normandy”. Any Allied or German subject that participated in the action on this historic day qualifies. Any scale may be used. See you next month. *DP*





Member and Modeler of the Year – MOTY

This is probably a good time to remind everyone how the Member and Modeler of The Year points can be accumulated. Below are the different categories and points assigned to those activities if you are interested in participating.

For Member of the Year –

Doing a Club presentation program	5 points
Contributing a Newsletter item of more than a half-page	3 points
Accepting a Nomination to serve as a Chapter Officer	3 points
Participating in IPMSOC Make & Take or Table Info event	3 points
Referring a person to become an IPMS National member	3 points
Referring a person to become a new member to IPMS OC	2 points
Supporting IPMS Club displays	2 points
OrangeCon Trophy packages sold (each)	2 points
Speaking about a Show & Tell Item	1 point
Contributing a Newsletter item of a half-page or less	1 point
Working at OrangeCon – 2 hour shift Min	1 point
Maximum amount during OrangeCon	5 points

~Notice from your Contest Director ~

I plan to award bonus points for **Member of The Year** to members who enter and win model contests outside our own monthly contest.

- 1 Bonus point plus the normal club contest point scheme for any outside contest winner
- 2 Bonus points for OrangeCon winners
- 3 Bonus points for IPMS Nationals winners
- *For example:* 1st place win at outside contest=4 points, 1st place at OrangeCon=5 points, 1st place at Nationals=6 points

For Modeler of the Year -

Entering one or more models in the Monthly Contest	1 point
Placing in the Monthly Contest	
Judges Choice award	5 points
Theme award	4 points
First Place	3 points
Second Place	2 points
Third Place	1 point



Member of the Year Points 2014

(Not current at time of newsletter publication. Check the website at www.ipmsoc.org) Ed.

Mark Glidden	42	Michael Bare	3
Mike Budzeika	31	William Green	3
Terry Huber	24	Brian Casteel	3
Joe LoMusio	18	David Okamura	2
Sir David Frederick	17	Bob Penikas	2
Sean Fallesen	16	Reed West	1
Mark Deliduka	6	Maxx Kominsky	1
Darnell Pocinich	5		
David O'Barr	4		
Foster Rash	4		
Nat Richards	4		

Modeler of the Year Points 2014

Keith Mundt	21	Andre Alas	4
Chris Kavanaugh	11	Bob Bolton	4
Joe LoMusio	11	Kuan Bui	4
Mark Glidden	11	Kenneth Pick	2
Owen Ryan	10	Michael Bare	2
David O'Barr	10	Bill Brooks	2
Gordon Zuther	8	Jeff Geis	2
Reed West	5	David Goodwin	2
Victoria Geis	5	David Frederick	2
Mark Deliduka	5	Joe St. Pierre	1
Foster Rash	5	Steve Taylor	1
Terry Baylor	4	Bob Zumuda	1
		David Okamura	1
		Earl Shepherd	1
		Jim Teahan	1
		Ron Herrador	1
		Jeff Hunter	1
		Mike Budzeika	1



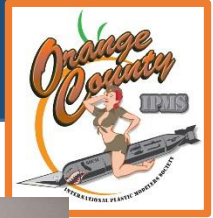
April Contest Entries and Results

Theme "April Fools"

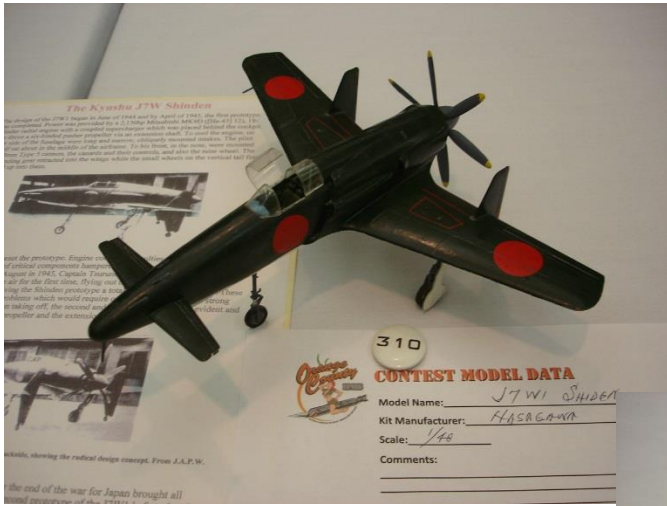
Total number of Modelers: 17

Total number of entries: 19

		Winner in Place – Division	
		↓	
Bob Bolton	1/72 F-4 Hot Rod		
	? Andy Napolis' Navel Anatomy		
Owen Ryan	1/72 Mig-15 BIS		
	1/72 Me-163B		
Joe LoMusio	1/144 Type IIB U-Boat		
Keith Mundt	1/32 J2M3 Raiden	1 st Master	
Mark Glidden	1/48 Mig-21 Eduard "Bunny Fighter"		
Kuan Bui	1/48 Cessna 172	1 st Advanced	
Jeff Geis	54mm Roman Senator		
Andre Alas ?	F-86 Egg Plane		
Sir David Frederick	1/32 Viper MK VII	3 rd Master	
Victoria Geis	1/16 Queen Isabella		
David Goodwin	1/24 Jeff Gordon No. 24 NASCAR	3 rd Advanced	
Jeff Hunter	1/144 ATR-72		
Ron Herrador	? Wood Crane		
David O'Barr	1/72 German Panther – Normandy 1944	2 nd Advanced	
Foster Rash	1/48 Fokker DVII 'LoMusio Crop Duster'	Theme Award	
Jim Teahan	1/48 J7W1 Shinden		
Gordon Zuther	1/35 Berlin Bear Panzer IV	2 nd Master – Judges Choice	



April Contest Photos – Advanced



At top left we have the 1/48 Shinden by Jim Teahan, on the right is David Goodwin's 1/24 Jeff Gordon NASCAR. Middle row is another in the Egg theme with the F-86 by Andre Alas nicely done. Next to that is David O'Barr's Normandy Panther. Ken Bui rounds out Advanced with his tricky landing Cessna 172.



April Contest Photos – Master



Starting off in Master is Dave Frederick's Colonial Viper in 1/32 at top left, at right is the 'Joe LoMusio' crop dusting service by Foster Rash in 1/48. Mark Glidden treats us to another

Mig-21 as the Eduard Bunny Club fighter. The real Joe LoMusio presents the 1/144 Type IIB German sub, bottom right is the 1/72 Mig-15 BIS by Owen Ryan, and also the 1/144 ATR 72 by Jeff Hunter.



April Contest Photos – Master



Here we present at top left the 1/72 Me-163 in British markings, next is the Roman Senator by Jeff Geis in 54mm. Middle row is the 'Navel Anatomy', and the Hot Rod F-4 Hot Rod, and Victoria Gies shows her 1/16 Queen Isabella. To the left is Keith Mundt's 1/32 Japanese J2M3 Raiden.

April Contest Photos – Master



Another shot of the Raiden by Keith, and Gordon Zuther creates a wonderful Panzer IV diorama in 1/72 scale. Nice work Gordon!

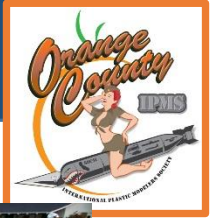


Cars & Coffee - Santa Barbara Style

Photos by Byron "Pete" Evans

Pete Evans seems to be at every event which is lucky for us down South. Thank you Pete. The 1187 club is at it again. These are from earlier this year. Every Sunday, 1187 Coast Village Road in Montecito, CA. (Ed.)



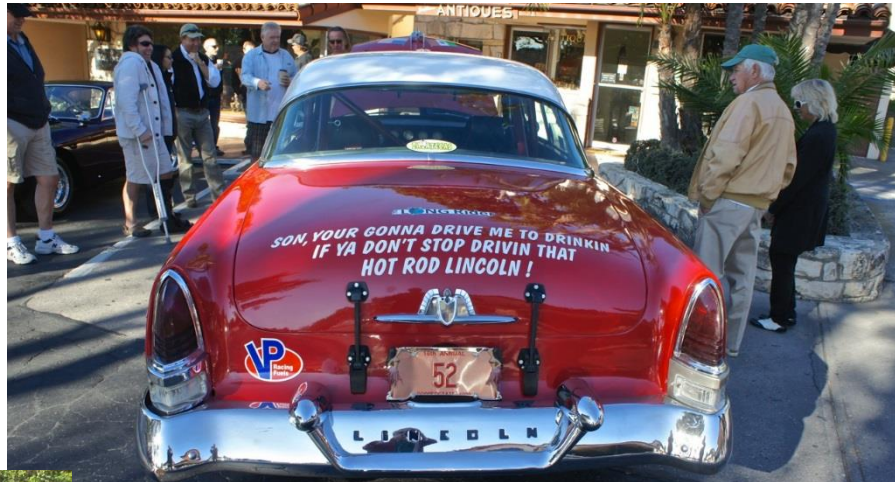


Cars & Coffee - Santa Barbara Style





Cars & Coffee – Santa Barbara Style

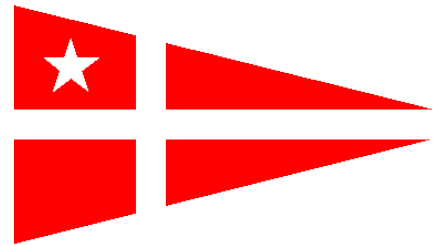
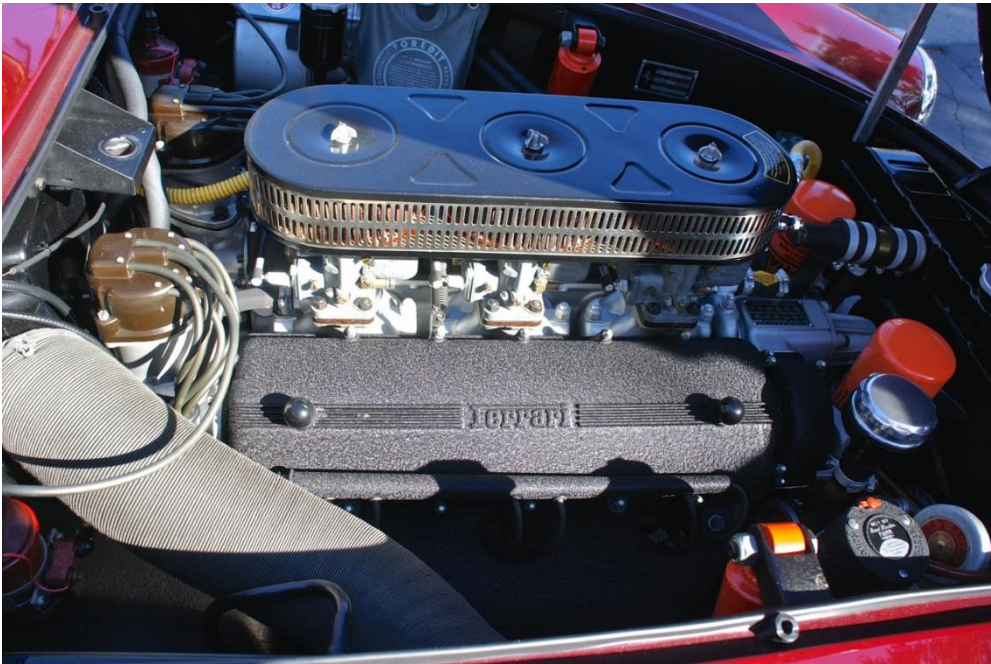


IPMS ORANGE COUNTY Newsletter

May 2014



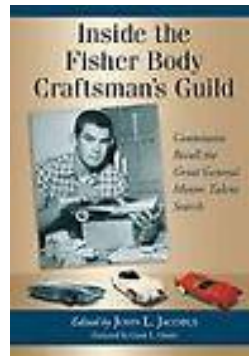
Cars & Coffee - Santa Barbara Style





Inside the Fisher Body Craftsman's Guild: Contestants Recall the Great General Motors Talent Search by John Jacobus

Book Review by Foster Rash



I would say American boys in the 1950's spent a lot of time daydreaming about cars. We would sit in class and sketch the "dream cars" that we would build when we were old enough to drive. I guess we believed that just getting a driver's license would somehow transform us with all the engineering and fabrication skills necessary to build our own cars.



Detroit ruled the automotive world back then and built *cars of tomorrow* (called concept cars today) that were exhibited at car shows around the country.

Magazines like Popular Science, Mechanix Illustrated and Motor Trend often had stories about



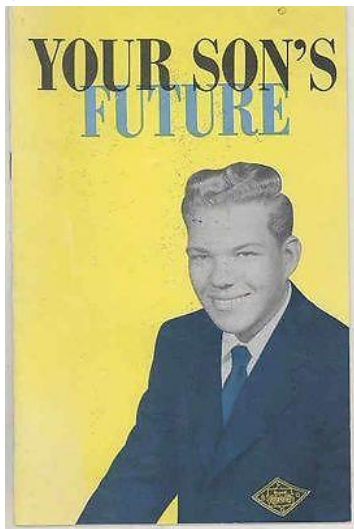
cars of the future that were jet, rocket, or atomic powered. In many of the magazine illustrations, cars of the future also had the capability of flight. The futuristic cars in the magazines looked like jet planes or rocket ships with wheels. These ideas can be seen in many of the cars of the '50's and '60's.



Inside the Fisher Body Craftsman's Guild:

Wrap-around windshields, tailfins and the bubble tops were certainly aircraft influences. Lower, longer, wider was the mantra.

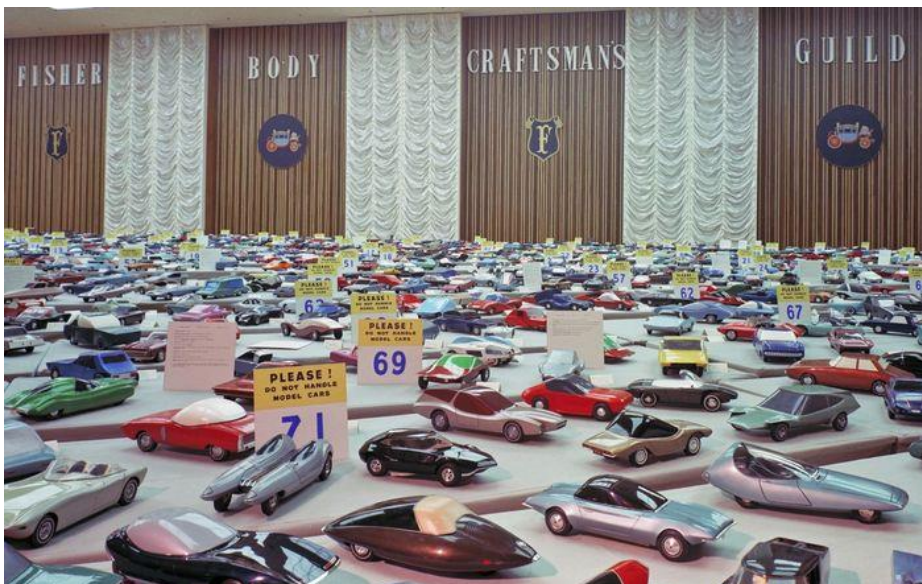
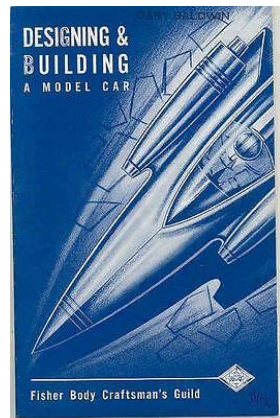
For more than thirty years, General Motors Fisher Body Craftsman's Guild sponsored an annual model car contest in which teenagers could design and build the car of their dreams. GM used the program to scout design talent and more than eight million total participants had entered by the time GM disbanded the Guild in the late 1960s. As a youth organization, the Guild membership was second only to the Boy Scouts.



Winners received college scholarships and several did go on to become automotive designers. The models were 1/12th scale and had to be built in accordance with rules and building techniques specified by GM. The 100% scratchbuilt (except wheels) models were a test of the builders imagination in design and craftsmanship in building the model. As a teenager, I sent for an enrollment packet and still have the instruction booklet for how to build a model car. However, I never completed a model for the contest.

Inside the Fisher Body Craftsman's Guild: Contestants Recall the Great General Motors Talent Search tells the individual stories of twenty nine participants, including several winners. Many of these youngsters entered year after year and

built multiple cars before developing the skills necessary to finally create a contest winner. Hundreds of hours went into their models. Like every modeler, things did not always go smoothly: errors were made and had to be corrected, parts lost/damaged at the last minute, trouble with paint, and the rapid approach of the contest deadline. I think most modelers can relate and would enjoy reading their stories.





Inside the Fisher Body Craftsman's Guild:



Gallery of Dream Cars



Clockwise is Chrysler, Ford and Cadillac dream cars.



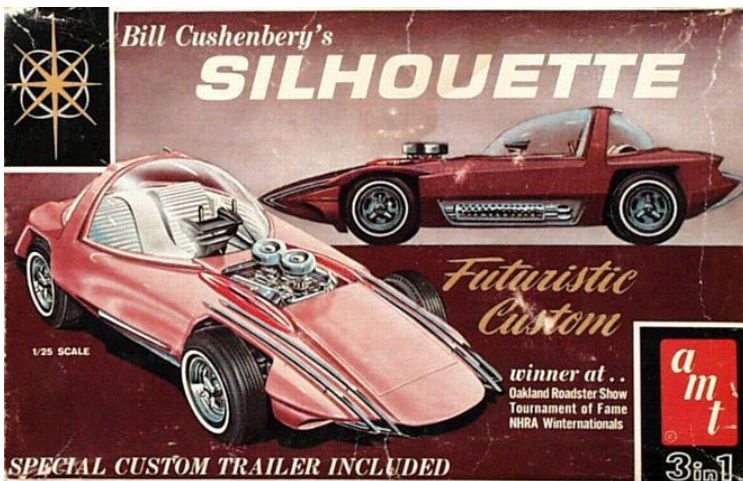
In most respects, the dream car era failed to predict the future. The British started the sports car craze in America with the T-series MGs; an anachronism that dated to 1936. The Germans flooded America with the

“People’s Car”; Ferdinand Porsche designed the VW in the late 1920’s and it entered production in 1937. Neither of these vehicles could ever be mistaken for a space ship or a fighter plane. Who could have foreseen Hippie vans of the ‘60s which would morph into soccer-mom’s Minivans? Or that Americans would fall in love with trucks and 4x4 off road vehicles, which would evolve into the SUV? Critics of the 1950’s –‘60’s American cars point to the styling excesses, stagnant technological development, and decline in quality. These are all valid criticisms. The Europeans took the lead in technological achievements such as disc brakes, electronic fuel injection and front wheel drive. The Japanese produced high quality derivatives of American and European designs at a much lower price.



Inside the Fisher Body Craftsman's Guild:

But the American designers did create some good looking cars in those years. Among my favorites are the '53 Studebaker Starliner Coupe, '56 Cadillac Coupe DeVille, '62 Ford Thunderbird, '63 Corvette Stingray and '63 Buick Riviera. There is nothing like the rumble and smooth power of an American V-8! Fortunately, the dream car era is well preserved in the world of plastic models.





2014 Southern California Area Historical Miniatures Society Contest Winners from the April 11 and 12th show

Sponsored Awards

Best American Spirit Award. Sponsored by Matt Hauck. Print of Greg Di Franco Artwork of George Washington and Lafayette donated by the Long Island Historical Miniatures Society.

- Awarded to Steve Durling for his “Iroquois Warrior” figure.

Best Storyteller Award. Sponsored by the U.S. Junior Scale Modeling Team.

- Awarded to Mike McFadden for his Box Diorama titled “Action Stations Dive!”

Bob Cotrell Memorial Award-Best Civil War. Sponsored by Penny Meyer.

- Awarded to Dave Hawley for his scratch-built Field Limber and Caisson.

Paper Models and more

Pewter Medal

- Awarded to Bob Penikas for his entire display of paper models and models made from aluminum cans.

Painter’s Ordnance Division

Certificates of Merit

- Oscar Garcia Douglas D-558-2

Bronze Medals

None

Silver Medals

- John Brubaker Tiger II
- Michael Apodaca U-Boat
- Anthony Enderli Adam West Batmobile
- Bryan Chow Sturer Emil

Gold Medals

- C. Reed West 1923 Mac Truck/De Havilland





2014 SCAHMS Winners

Open Ordnance Division

Certificates of Merit

- David Hawley Civil War Field Limber

Bronze Medals

None

Silver Medals

- Michael Armstrong Entire Display
- Mike McFadden DUKW
- Alan Lee Entire Display

Gold Medals

- Ronald Tom Harley Davidson
- Bill Chilstrom Entire Display
- Oliver Doering Huey Helicopter

Fantasy Division Ordnance and Figures

Certificates of Merit

None

Bronze Medals

- John Brubaker Shaku Morkhai
- Oscar Garcia Bela Lugosi as Dracula
- Michael Apodaca Millenium Falcon

Silver Medals

- Tiffany Rogers Damsel in Distress

Gold Medals

- Aaron Lovejoy Road to Mordheim & Not Angron
- Ther Intararanson Capt'n Sapo
- Ronald Tom Joker

Painters Division Figures

Certificates of Merit

- Oscar Garcia German Infantry, Winter 1944
- John Masek Norman Lord



2014 SCAHMS Winners

Painters Division Figures

Bronze Medals

- Rick Randall French Grenadier
- Victoria Geis Queen Isabella
- Jeff Geis Roman Secutor, A.D. 150
- John Brubaker Posing for the Home Front
- Matt Hauck Dwarf

Silver Medals

- Steven Lloyd Highland Clansman
- Mike Saggs Halberdier
- Steve Durling Capt. Nathan Brittles
- John Brubaker Viking Chieftain
- Alan Lee Panzer Officer
- Pete Ledesma British Officer Bust
- Tim Farrell Bust Collection

Gold Medals

- Carson Van Osten The Quartermaster
- David Whitford Rat Fink
- Young Won Entire Display
- Mike Butman Teutonic Knight

Open Division Figures

Certificates of Merit

None

Bronze Medals

- Matthew Eyrich Waiting, Germany 1945

Silver Medals

- Alan Lee Wedgies

Gold Medals

- Mike McFadden Action Stations Dive!
- Mike Good Japanese Cavalry Officer, 1904
- Young Won Crossing the River, 1944
- Bill Chilstrom Hell in the Trenches

Best of Show

Oliver Doering

Huey Helicopter



The Grand Prix of Monaco – A Personal Historical Perspective

By Fred Horky



My many years in the Air Force left many happy memories ...and a few of the other kind. Among the former, many are from a three year tour in Germany from 1959 to 1962, which was with the initial deployment overseas of the then-new TM-76A "Mace" surface-to-surface missile. As a bachelor on my first trip to Europe, I worked hard, and played harder. There were many delights in Germany, but the German weather wasn't usually among them. Therefore, the French Riviera became one of my very favorite places, and I managed to get there on leave three times. It was a time when, while military pay was meager, the prices weren't that bad, gasoline (for G.I.'s) was cheap (would you believe eleven cents a gallon?), and we could travel from country to country, decades before today's European Union with its much more open borders; our military I.D. cards and U.S. Forces license tags would have us waved through border crossings all over Western Europe. In fact, I didn't receive my first passport until after I had returned to the U.S.!

Being a bachelor I must confess that my initial interest the Riviera was not a race, or the magnificent scenery. Check that: I DID want to investigate a new French invention, something that had been given a generic name from a previously obscure Pacific island; an atoll the U.S. had used as a nuclear weapon test site. In the more than a half century since, most observers will have been numbed by the general exposure of flesh seen in that period, and they thus wouldn't really understand my situation then. But please consider; this was a time before the Bikini had been exported to America, when women's bathing suits were very considerable garments, and they all seemed to have been designed by the same man, Omar the Tentmaker.



You just had to BE there THEN to understand my attraction to the Riviera! (Over and above the Riviera's generous sunshine, of which we didn't see all that much in Germany.)

As a flatlander from the Midwest, I knew little about international racing. In fact, I didn't know much about ANY racing.



The Grand Prix of Monaco

In those days, the Indianapolis 500 was pretty much synonymous with “racing” for most Americans. NASCAR was then still mostly a bunch of good ‘ol boys only recently graduated from running ‘shine on Saturday to racing on Sunday. (I recall on a Monday in February 1959 during our launch crew training at Orlando AFB, several of my missile mechanics excitedly talking about a first-ever race they had been to the day before. It had been at some brand new, hi-banked “tri-oval” track a few miles away. It had been so exciting, in fact, that Lee Petty was not announced as the winner of that photo-finish first Daytona 500 until Wednesday! That news meant little to me.

Racing was not yet televised anywhere, and not really reported very well in the print media. I wasn’t able to read German and therefore German sports pages, our tabloid-size Stars & Stripes gave each race only about a column inch total, and a Road & Track subscription took months to arrive on a slow boat. So when my friend Dick suggested something about going with him in his MGA to the Riviera again and seeing a “Formula 1” race (whatever that was) at Monaco, I must confess to concentrating on the Riviera part and not the race part, still being more focused on stuffed bikinis.

So that was how I discovered racing: my first event at the very top, the pinnacle of the sport; knowing nothing whatever about racing. Thus, my first race experience of ANY sort was the 1961 Gran Prix of Monaco! Racing historians today say it was the best win EVER of the great Stirling Moss, and one of best races, ever, anywhere, in history! My experience might be compared to someone’s first football experience, ever, being on the 50 yard line at the Super Bowl. From the vantage point of more than a half-century, it’s difficult to describe just how naive my reaction to Formula 1 had been. An analogy might be the 1953 monologue that made Andy Griffith famous: “What it was, was football.” (That was even before he was Sheriff Taylor of Mayberry. You don’t remember it? Or maybe you’re just too youngeither way, click here: <http://www.youtube.com/watch?v=oNxLxTZHKM8>)

Dick and I had briefly visited the principality the previous October, zipping through on a Three Amigo Grand Tour with another bachelor friend, in George’s 1955 Buick Roadmaster Convertible. The Buick had been big car in the U.S., but was positively gigantic in postwar Germany, where the VW Beetle was classed as an “intermediate” to large car, and many folks were still riding bicycles to work, year round, rain or shine. Or walking. The locals termed the Buick as *Der Panzer Amerikaner*. On that fall trip, the beaches were empty and from the Riviera we had continued down the Italian coast, among other things in Pisa climbing every one ...puff, puff ...of the 296 steps of that famously crooked tower. In Rome we of course “did” the Forum and all the other sights, and when circling the Coliseum had veritable schools of Vespa scooters scattering in front as if minnows in front of a whale. Our return was via Florence, Venice, Innsbruck, and Munich before finally getting back to our base.



The Grand Prix of Monaco



Dick and his MGA, near Lyon in the south of France

But on this second trip it was just Dick and I, to visit and enjoy just the Riviera. Besides the Monaco GP, the Cannes Film Festival was in full swing. Not that we were invited guests, but we did get a glimpse Gina Lollobrigida surrounded by paparazzi on the balcony of her suite at the Ritz Carlton in Cannes.





The Grand Prix of Monaco

(You might remember the Carlton: it's been featured in numerous movies, most notably Hitchcock's classic, "To Catch a Thief", with Cary Grant and Grace Kelly. In fact, it was during the filming of that "cat burglar" caper movie that the delectable Miss Kelly met her real-life Prince; and the rest, as they say, was history!)

(But you remember Gina Lollobrigida, don't you? I certainly do!)

Best of all, even with the puny pay scales of the then-draft-era military, we found we could do it on the cheap ...REALLY cheap. But definitely no five star hotels. Not even one star. Dick had learned of a sort of a campground run by an elderly couple on their once elegant, but now down-on-its-luck former estate, but still with its magnificent view from high on the hillside overlooking the blue Mediterranean at the little fishing port of Golfe Juan, between Cannes and Nice. (The little town's main claim to fame is as the place Napoleon landed, to begin his attempt at a comeback after escaping his first exile on Elba.) Our tiny room had actually in



happier times been the estate

gatekeeper's room and part of the fence! Every morning we went out in the MGA to buy our fresh hot baguette of French bread, a chunk of cheese, and the requisite big bottle of vin ordinaire. Maybe the equivalent of ninety cents, total.

We figured the whole trip cost us about ten bucks a day, each: meals, gasoline, and Monaco GP tickets included.

Soon after arrival at Golfe Juan, we made a first quick drive over to the little country of Monaco ...and it is a separate country; right between Micronesia and Mongolia on the United Nations list!





The Grand Prix of Monaco

The race course through the streets has remained nearly the same since the first race in 1929, and we wanted to play Walter Mitty by driving the course ...playing strict attention to lane markings and stop signs, of course. After all, until Sunday, they were still streets, not a race course! Driving through that long, curving tunnel in the MGA we could only imagine what a screaming Ferrari engine sound might sound like, echoing off all that tile. I'm not sure if now it's possible to drive the whole course anywhere near race day now: today's safety standards have demanded so many catch fences and steel barriers be erected that every spring six weeks are spent getting the barriers and temporary stands erected all around the little country. Today much of the charm of the city is blocked from our view on TV coverage of the race. Afterwards, more weeks are spent taking it all down.

In 1961, about the only nod to safety was a bit of steel Armco railing and a few hay bales.

An unusual addition to the little harbor that year was a US Navy destroyer, the USS Fiske (DD 842), shown below arriving on "port call" from the 6th Fleet in the Mediterranean.



Note the opening to the famous tunnel just above the Fiske's forward stack.



The Grand Prix of Monaco

These pictures found recently on the internet show the ship arriving several days before the race. Race day visitors were left to wonder the traditional model-ship-assembled-in-a-wine-bottle question: “How did they get it in there”?



In his book “Grand Prix – World Championship 1961”, the author, sportsman and Formula 1 BRM team owner of the era, Louis T Stanley, captioned this picture of the ship in his book with the words “The harbor was dominated by the U.S. Navy floating grandstand”.



(Picture scanned from the Stanley book. Note sailors crowded amidships, anxiously waiting to board the Liberty Boat!)



The Grand Prix of Monaco

As you can see, in 1961 the harbor held none of the mega-yachts of today. Back then mostly seen were small fishing boats, and not many of those. Today there are so many yachts in the harbor that on race day it would be about possible to walk across the harbor, deck to deck, without getting wet. And the yachts today are REALLY big, with the biggest much larger than the old Fiske. They have to be anchored outside both the old harbor, and the 2nd, outer breakwater that has been added since my pictures were taken.

And I don't think the U.S. Navy would be invited today.

As mentioned, the 1961 course was much the same as the original 1929 event. A race driver getting even slightly off his race line anywhere faced curbs and stone walls only slightly softened by an insufficient number of hay bales, and those in only the most obviously dangerous spots. (Drivers used to joke that "breaking the bank at the Monte Carlo Casino" meant missing the Casino Square turn at the top of the hill, and crashing **THOUGH** the doors of the famed casino!)

Today the course is much the same, but with a lot of Armco barriers added around the course, as well as catch fences. It's a lot safer, but you can't really see much of Monaco on race coverage: it's almost like an open-topped tunnel through the principality. Of course, Monaco still has its very real, curved tunnel, still with its very hard walls. They say it takes a brave man to shift up through the gears at full chat through that **CURVED** tunnel, not being able to see what's happening even half way through! But of course, F1 drivers are brave men almost by definition...

In 1961, the tickets Dick and I had were for seats in a grandstand perhaps a hundred yards back from the start-finish line: which would put us in the center of the picture below. They were bleacher seats, but were standing for the whole race





The Grand Prix of Monaco

The only thing separating us from the cars hurtling by was a small fence of the polite variety, only substantial enough to hold up advertising signage. The fence had about the safety equivalent of the chicken wire that didn't stop von Trips' Ferrari in his tragic accident at Monza later that year.

Until I arrived at this race, I hadn't even been aware that three American drivers were driving in F1, and doing well, thank you! (Compare that to today: with "zip, zero, nada" Americans in the sport!) Scuderia Ferrari had Californians Phil Hill and Richie Ginther driving Enzo Ferrari's spectacular torpedo-like "Sharks" ...the Tipo 156. (I'm not sure I'd ever heard of either before the race.) Ferrari was the only team really ready in 1961 for the new 1.5 liter formula. A third 156 was driven by German Count Wolfgang von Trips ... and he was a genuine German nobleman, even if his family had been impoverished by WWII. Tragically, "Taffy" von Trips was destined that fall to lose the championship ...and his life ...in an accident on Ferrari's "home course" at Monza.

My ignorance of F1 was further marked by not knowing the third American driving that day ...you might have heard of him ...another Californian, named Dan Gurney. He was driving what was usually referred to as the "baby bootie" (for its shape) Porsche, during the relatively short period that that famous marque competed in F1. Gurney later went on to compete in F1 with his "All American Racers" Eagle ...a pity that his company couldn't survive, while dozens of round-e-round NASCAR teams have. Go figure.....

That first Formula 1 experience certainly ignited my interest in F1 racing. A few weeks later Dick and I drove up to the famed Nurburgring and the Grosser Preis von Deutschland ...the German Grand Prix. It was not nearly as much fun as Monaco. First, because it was rainingit seems to always rain at least somewhere among the dark hills and corners of Nurburgring. It was also a bit dull viewing without benefit of TV, because we only saw them go by fifteen times. This was still the Nordschleife course; the old NORTH course, which the drivers knew as the Grune Holle, or Green Hell. It wound fourteen miles up and down and through the dark forests of the Eifel Mountains, very close to Belgium. The location is near where the bitter WWII Battle of the Bulge had been fought at Christmas-time, 1944, and where the 101st Airborne Division became famous for saying "Nuts!" to the Germans who demanded their surrender at Bastogne Another nearby place name is Malmedy, infamous as where SS troops massacred eighty American POW's during the same battle.

That race was in August, but since we were in the German Eifel and raining, it seemed as cold and miserable as November back home. But, but of course it was still Formula 1, and so the race went on anyway.



The Grand Prix of Monaco

Like Monaco, it was won by the “Rainmaster”, Stirling Moss, who managed to get and keep his Lotus-Climax ahead of pole-sitter Phil Hill and the rest of a snarling pack of Ferraris. (Years later Moss admitted that he didn’t really like to race in the rain any more than anyone else, but would pretend to relish it in order to “psyche” the competition!)

Naturally, by the spring of 1962, and after another German winter, I was really “pumped” to get back to Monaco for the next GP. Why I was anxious to get back to the Riviera? Check out the next picture. I took it of my little Ghia after clawing up the hill to the Grunstadt missile launch site where I worked. Rather nasty conditions, and another reason I was happy to have a VW chassis under me!



But my last trip to the Riviera wasn’t with the Three Amigos, or even the Two Amigos of Dick and myself. Well, maybe it was still two amigos, but the friend was different: SHE was my bride: I’d gotten married in January! (Things can happen in a year...) The junket, a 2nd honeymoon, was a long trip in my Karmann-Ghia convertible

JIM MEAGER'S ST. CHARLES MOTOR CO. INVOICE No. 1138
 550 Clay St. Randolph 4-1143
 Harrison 7-1900
 ST. CHARLES, MISSOURI

SOLD TO: Frederick P/ and/or Linda Horcy
 511 North Lucas
 Ft. Bragg, North Carolina DATE: December 9, 1963

YEAR	MAKE	MODEL	MOTOR NO.	SERIAL NO.	REF. NO.	COLOR
1964	Corvette	0967 Conv.				Ermine White

SALES PRICE	EXCISE TAX	FREIGHT	DEALER S & H	OPTIONS	ACCESSORIES	DISC.	TOTAL CASH DELIVERED PRICE
4047.50							4050.00

Red Trim 188.50
 Ermine White 53.60
 4 Spd. Trans. 53.60
 300HP V8 Eng. 43.05
 Posi. Axle 31.85
 670x15 4 Ply WSW 176.50
 PB Am/FM Radio

SALES TAX
 TITLE FEE, LICENSE OR TAX
 TOTAL CASH DELIVERED PRICE 4050.00

SETTLEMENT
 DEPOSIT
 USED CAR ALLOWANCE
 LESS BALANCE OWING TO CASH ON DELIVERY
 TOTAL CREDIT
 BALANCE DUE

INSURANCE
 AMOUNT TO BE FINANCED
 TIME SALES CHARGE
 AMOUNT OF CONTRACT

PAY TO: [Redacted]
 INSTALLMENTS OF [Redacted]
 FIRST INSTALLMENT DUE [Redacted]
 SALESMAN Klendortf 4050.00

Motor No
 Key No

....about the best “sheep-in-wolf’s-clothes” imitation of a sports car ever made! With a sleek Italian (Ghia) designed body built by a German coach-builder (Karmann), it sat on a plain vanilla VW “Beetle” chassis and engine ...for my needs at the time, the best of all worlds to combine good looks, reliability, and low price (if not performance) in one package! (I drove it off the VW dealer’s lot, new, for \$2000, delivered. I’ve since always figured that the money I saved driving the Ghia for four years paid for the first of my Corvettes, the ’64 that I’ve been driving ever since ...almost fifty years now!) We bought the car on Dec 9th, 1963. (Bill of sale, attached. Note the dealer’s preprinted form had neither postal zip code or telephone area codes: not invented yet.)



The Grand Prix of Monaco



My bride and I drove around the Mediterranean coast of France to Barcelona, Spain for a few days; and then doubled back to the Riviera in time for '62 Monaco Grand Prix. In this picture of a billboard in the Golfe Juan area, two posters advertise the then-blood sports of the period; one a advertising the upcoming Grand Prix of Monaco, side by side with another advertising an upcoming bullfight in the

over two-thousand-year-old Roman Amphitheater in Arles, France. Both sports are still active today; and until recently they were both really blood sports. For many years Formula 1 averaged one or two driver deaths per yearfrom a population of no more than two dozen drivers! Fortunately, safety is much improved now, and in the last twenty years the only deaths have been track marshals, not drivers. But it is still a high-drama sport!

Linda and I stayed at the same semi-campground location where Dick and I had been the previous year ...but at least upgraded just a bit. It was sort of a camping tent with hard walls.



But for the race, I was determined to NOT be trackside this time. Instead we bought general admission tickets, which basically let you inside the city; to then find-whatever-spot-you-can-find to view the race. That advice turned out to be very good, and we wound up with an excellent view! So what if we were standing for the whole time? Dick and I had stood throughout the year before! And what do you expect for a 5 NF ...about a dollar and a quartergeneral admission "Pelouse W" ticket? Mine is still taped inside my race program.

KONI AMORTISSEURS
le meilleur amortisseur au meilleur prix
VILLENEUVE-LOUBET (10 km), Route Nat 7 - Téléphone 82.39.71
P A R I S - 41, rue Bayan (17^e) Téléphone ETO 51.21

PALMARES 1961
CHAMPION DU MONDE DES CONSTRUCTEURS avec FERRARI
CHAMPION DU MONDE DE... avec PIRELLI
CHAMPION D'EUROPE DES... avec WALTER
CHAMPION DE FRANCE G... avec GILBERT
CHAMPION DE FRANCE T... avec CONSTEN
DOUZE HEURES DE FLORID...
TARGA FLORIO
1 000 KM DE NURBURGR...
24 HEURES DU MANS
X-TOUR DE FRANCE
1 000 KM DE PARIS
GRAND PRIX DE L'A.C.F. A REIMS
ROUTES DU NORD - SIX HEURES D'AUVERGNE
CRITERIUM DES CEVENNES, MILLE MILES etc...

XX^e GRAND PRIX AUTOMOBILE DE MONACO
DIMANCHE 3 JUIN 1962
PELOUSE W
N° 17003

IV^e GRAND PRIX "MONACO-JUNIOR"
XX^e GRAND PRIX AUTOMOBILE DE MONACO
complant pour le
CHAMPIONNAT DU MONDE des CONDUCTEURS
organisé par
L'AUTOMOBILE CLUB DE MONACO
sous le Haut Patronage de
LEURS ALTESSES SÉRÉNISSIMES
LE PRINCE SOUVERAIN
et
LA PRINCESSE GRACE DE MONACO
sous la présidence d'Honneur de
S. A. S. LE PRINCE PIERRE
avec l'appui
DU GOUVERNEMENT PRINCIER
DE LA MUNICIPALITÉ
DE LA SOCIÉTÉ DES BAINS DE MER
2 - 3 JUIN 1962
PROGRAMME OFFICIEL
Vente exclusive au Principauté de Monaco
PRIX : 2 NF 50



The Grand Prix of Monaco

“Pelouse” translates to “lawn”, but at Monaco it basically meant we could go any spot open-to-the-public on the Rock of Monaco where a vantage point to see the race could be found. Of course, that meant STANDING during the event, after a long uphill walk ...our Ghia must have been a mile away, but then EVERYBODY’S car was at least a mile away. We eventually found ourselves on the northeast edge of the Rock of Monaco, with a magnificent view of the entire harbor.

That ancient promontory is in the next picture. “The Rock” has been occupied since ancient Greek times, and identified in their legends with the “Port of Hercules”, with its northeast face (at left) facing the harbor. (The small-boat marina at right is a recent creation by addition of breakwaters.) On the near end of “the rock”, the castle of the ruling Grimaldi family ...Prince Rainier and Princess Grace (Kelly) is the large rectangular building with an open central court. (In case you’re planning on taking your yacht into Monaco’s “Port of Hercules” to avoid the mega-buck hotel prices, for your convenience I’ve included the harbormaster’s website where you’ll find full instructions. It’s at <http://www.monte-carlo.mc/en/information/port-hercule/> However, if you have to ask what your berthing fees will be, you can’t afford them.)





The Grand Prix of Monaco

No Navy destroyer was in the harbor in '62, so in my pictures below, it looks virtually empty by modern standards. We were standing next to a balustrade on a parapet near the back of the Royal Palace, then occupied by Prince Rainier and his American movie-star bride, Princess Grace. Besides the harbor, we could see the race cars drive most of the course; up to where they disappeared around the casino at the top of the hill, to reappear when they had come down the opposite side to near sea level, and exited the tunnel.



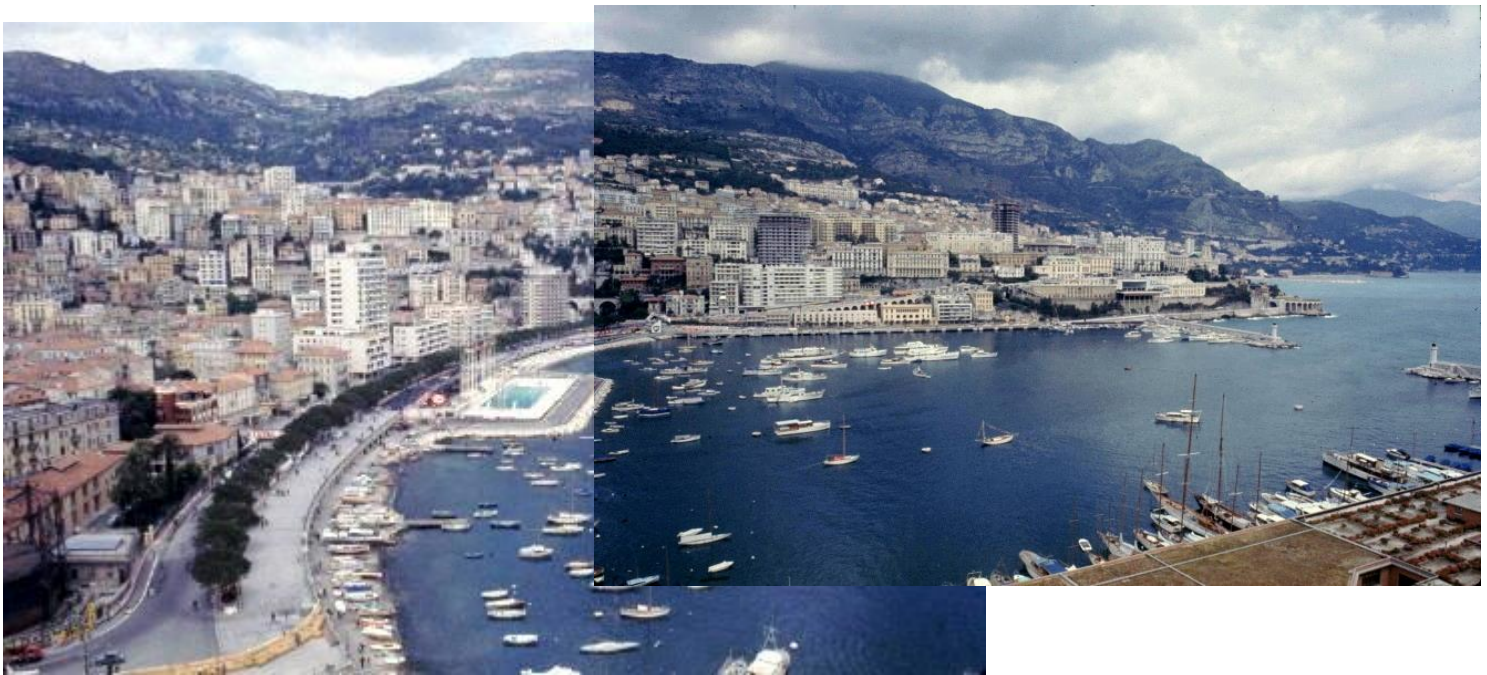
While waiting for the race to begin, we made new friends of this young New Zealander couple. They were naturally rooting for a young new Kiwi driver by the name of McLaren. A rising star, Bruce McLaren won this race in a Cooper-Climax: after a brilliant start, but died just a few years later not in a Formula 1 car, but in a CanAm sports car from his own company. His name has since long identified with a

long history of successful Formula 1 and other performance cars. We were naturally rooting for Phil Hill, again in a Ferrari works car. A lot of the locals were also pulling for the “le Americain” as well: I particularly remember an excited little French boy near us also rooting for Hill, and who kept shouting, “FEEL HEEL, FEEL HEEL”!



The Grand Prix of Monaco

In our pictures of the harbor, the closest turn to our location was the famed “gasworks” or gasometer U-turn, then still identified by the ugly black gas storage tank seen at the extreme left in my next picture. The race start then began on the harbor side of the tree-divided course, thus the gasworks turn was also the first turn. As might be expected when sixteen F1 cars arrive simultaneously at a 180 degree turn with about a three-foot inside radius, mayhem was expected. We weren’t disappointed.



I was shooting 8mm home movies, and had given the 35mm Kodak Retina Reflex to my wife to get a picture of that first turn. With a telephoto lens, her view was as like looking through a telescope straight down at the action. But I forgot to tell her that the German-Kodak camera, while a FINE early reflex-lens camera, did not have the automatic mirror return feature of later cameras. Thus, when she pressed the release the mirror flipped down and she got this picture of the first turn shunt.



The Grand Prix of Monaco

(“Shunt” is Brit race-speak for an accident.) But the camera’s mirror stayed down, her view finder stayed BLACK, and Linda was shouting “WHAT HAPPENED!” having both missed the race action real-time and also thinking for a moment that she’d busted my camera.

We didn’t see this or the other pictures for several weeks, since after we got back to Germany, the film had to be sent off to Kodak for processing. We are SO spoiled today by digital cameras! We also didn’t learn until MUCH later, when my Road & Track arrived by slow-boat from the ‘states, that a track marshal had been killed by the wheel and half shaft seen in the picture flying over the hay bales at right. Also very vulnerable were patrons in the expensive bleacher seats, nearly out of sight at the bottom.

So much for the safety provided by a few hay bales, and the wisdom of buying expensive tickets in the bleachers CLOSE to the action.

All during the race, a Dornier Do 27 STOL aircraft slow-flying around and around and around the little harbor far below our level, like a bird caught inside a room. With a camera crew, he was following the cars on the harbor-side part of the race circuit, at about mast-height of the few sailboats there.





The Grand Prix of Monaco

So much for “THEN”. Now, a little about what Monaco is like today, and what you’ll be seeing on TV this May 25th for this year’s Monaco Grand Prix race. This recent picture was taken at almost the exact spot where we stood in 1962.



In the next photo, compare the “gasworks” turn to the present appearance of this end of the course. The gas storage tank itself of the “gasworks turn” is long gone; with the race course kinked out into the filled-in harbor to allow space for proper pits, which are the curved, white-roofed line of buildings next to the tree line. All that is left of the former REALLY tight “gasworks” 180 degree U-turn is about a seventy degree right-hander. It’s now the Virage Antony Noghes (Anthony Noghes turn), after the man who organized the first 1929 Monaco race.



You’ll note a lot more really expensive seating has been added. These stands have grown and old sight lines so blocked by new construction, that while the race seems somewhat the same, it’s really not.



The Grand Prix of Monaco

The days of the 5 NF ticket are sadly long gone. You can expect to spend thousands of dollars to watch the Monaco GP in person ...upwards of TEN thousand per person, for a package including two nights in one of the better hotels.

So that's Monaco, my favorite Grand Prix. While it's the slowest race course in the championship, it's also one of the most difficult. All the race drivers say it's their favorite, and many of them live in the principality irregardless of their nationality. (For that matter, most of the rest of their neighbors are rich immigrants there for the same reason they can afford to live there, and want to avoid high taxes elsewhere!

But don't apply for immigration unless your bank accounts are substantial. Very substantial. And they check, closely.

But If you only get see one Grand Prix race in your whole life, make it this one. No matter how much money they spend on ANY of those fancy new tracks all around the world, none of them will ever be Monaco!

I'm certainly glad I got to see the Grand Prix of Monacotwiceand when I was young!

I'm also glad to be around now, to tell you about it! In fact, I'm glad to still be around, period!



IPMS/USA #6390

Editors Note – The Grand Prix of Monaco this year will be on NBC TV on May 25th starting at 4:30 a.m. left coast time. After that of course is the Indy 500 same day coverage on ABC TV at 9:00 a.m. Check your local listings of course.



Planes of Fame Chino Air Show

By Terry Huber



Last weekend the Planes of fame Air Museum at Chino CA brought out most of their collection of flyable World War 2 aircraft for their annual air show, with help from the Commorative Air Force aircraft as well. In addition to the props there were the museums flying Mig-15 and F-86 which performed a dogfight sequence as well as the F-22 Raptor demonstration. The Theme was a Salute to the Mighty Eighth Airforce in Europe. Plenty of P-51's, P-47's, P-38, Fw-190 replica, a couple of B-17's and a handful

B-25's. The museums Northrop Flying Wing prototype as well as all of their

Pacific fighters and adversaries flew during the show. Below is a short photo essay. Hope you enjoy. **TH**



Yikes! Air show sticker shock. It better be good. Our main camp was under the tail wing of B-17G 'Sentimental Journey' that is until they asked us to move out so the plane could be flown during the last sequence of the show. Oh well we got most of the day in the shade.





Planes of Fame Chino Air Show



B-17G 'Fuddy Duddy' parked directly behind us. 'Fuddy Duddy' would fly later with 'Sentimental Journey'.

B-17G 'Sentimental Journey' preparing for her flight late in the afternoon.





Planes of Fame Chino Air Show



A collection of the B-25 aircraft 'Photo Fanny', 'Pacific Princess', and 'In the Mood'. 1000 pound GP bomb and cart below.





Planes of Fame Chino Air Show



Two of the three C-47 cargo planes flying that day. A static P-47D, Boeing P-26 Peashooter, flying A6M3 Zero from Commemorative AF.



Planes of Fame Chino Air Show





Planes of Fame Chino Air Show





IPMS/OC MEETINGS AND CONTEST THEMES FOR 2014

January 17th – DESERT STORM I - 1991

February 21st – WORLD WAR I –
THE GREAT WAR

Any subject in any scale that participated in this war of firsts (first use of aircraft, tanks, etc.)

March 21st – MUSTANG CHALLENGE – CAR VS PLANE

Pick one or both and build great mustangs.

April 18th – APRIL FOOLS

Build something funky and crazy.

May 16th – THE RED STAR

Any Soviet subject in any scale.

June 20th – D-DAY 1944 INVASION NORMANDY

Any subject, allied or axis, in any scale that participated in the action on June 6, 1944

July 18th – BASTILLE DAY

Salute to anything French in any scale.

August 15th - CRUISE THE OC/IPMS NITE

Build an automotive subject you would be proud to show off while cruising in O.C.

September 19th – TIN CAN SALUTE

A tribute to the protectors of the fleet. Build a destroyer of your choice

October 17th – VIET NAM (1962 – 1972)

Any subject in any scale. Build a tribute to our Viet Nam veterans.

November 21st – THANKS TO THE TANKS

Celebrate the contributions of tanks and their crews to armored warfare. Any scale works.

December 19th – “THE GIFTED ONES” SPITFIRE VS ME-109

Pick your favorite from this pair of gifted WW II fighters in any scale.

January 16th 2015 – THINK BIG – 1/32nd OR LARGER KIT

Only the scale limits your choices here. Build big for the fun of it



Upcoming Events

Sunday, May 18, 2014

Kit Collectors Expo presents
Toy Collectors Show
UFCW Local 324
8550 Stanton Ave.
Buena Park, CA
9:00 a.m. to 3:00 p.m.
Gen Ad \$5.00

Sunday, May 18, 2014

Brewer Brothers Model Kit & Hobby Expo
Flightdeck Simulation Center
1650 S. Sinclair St. Anaheim, CA 92806
9:00 a.m. to 3:00 p.m.
Adults \$8

Saturday, June 7, 2014

IPMS San Diego & San Diego Model Car
Club Model Expo and Contest
San Diego Air & Space Museum Annex at
Gillespie Field 335 Kenney St.
El Cajon, CA
9:00 a.m. to 3:30 p.m.
Theme: Guns of August – The Great War &
50 Years 426 Hemi
Also across the airfield from the Expo is the
Wings over Gillespie Field Air Show same
day

Saturday, June 28, 2014

IPMS Ontario Minicon 2014
Model Contest & Hobby Expo
IPMS Region 8 Model Contest
Ontario Senior Center
225 E. B St. Ontario, CA
8:00 a.m. to 2:00 p.m.

Note: The dates for this event have changed

Friday and Saturday, July 11 and 12

IPMS Albuquerque Scale Modelers
Chile Con 3
IPMS Region 10 Convention & Model
Contest
MCM Elegante Hotel & Event
2020 Menaul Blvd. NE
Albuquerque, NM
Friday Noon to 9:00 p.m.
Saturday 9:00 a.m. to 9:30 p.m.
Theme: D-Day Plus Seventy

Sunday, July 13, 2014

Kit Collectors Exposition & Sale
UFCW Local 324
8550 Stanton Ave.
Buena Park, CA
9:00 a.m. to 3:00 p.m.
Gen Ad \$5.00

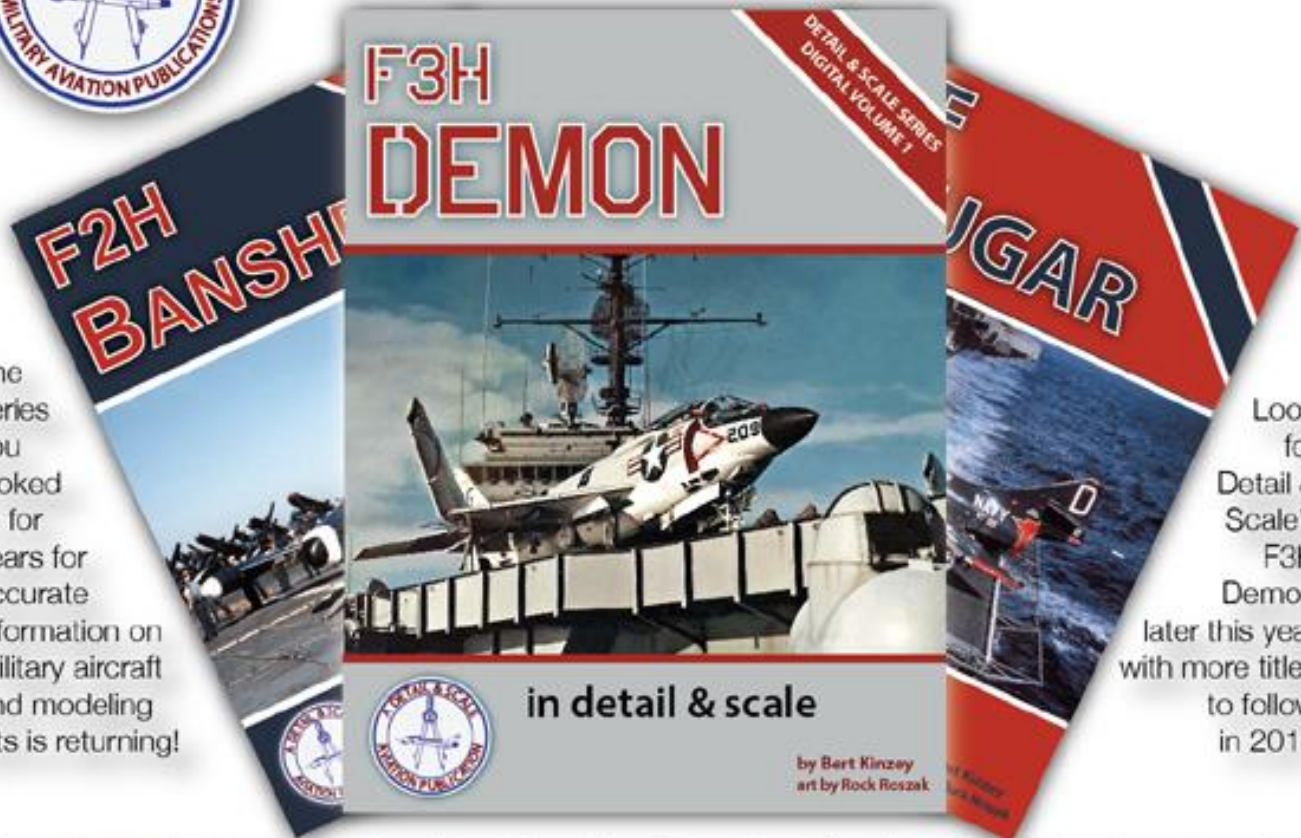


BERT KINZEY'S

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.



Kit Collectors Expo presents...



Cars

Toys

Dolls

and MORE...



Collectors Show

May 18, 2014

9:00 am - 3:00 pm

**Action Figures - Barbies - Collectibles
Disney - Die Cast - G.I Joes - Hot Wheels
Models - Starting Line-ups - Super Heros
TV Memorabilia - and MORE ...**

UFCW Local 324 Hall

8550 Stanton Ave., Buena Park
Riverside Fwy (91), South on Beach Blvd,
East on Crescent, Corner of Stanton Ave. and Crescent

Admission \$5.00

Kids under 12 FREE
with PAID Adult

Free Parking! ♡ Door Prizes!

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 90681
kitcollectorshow@yahoo.com

www.kitcollectorshow.com



Buena-Park-Model-Kit-Collectors-Expo



follow us
@KitCollectors



BREWER BROTHERS

Our
17th
Show & Sale!



History,
Heroes,
& Hobbies

Model Kit & Hobby Expo

Sunday, May 18, 2014 • 9:00AM-3:00PM

at the

FLIGHTDECK Simulation Center

714-937-1511

Address: 1650 S. Sinclair St.
Anaheim CA. 92806

Major Reference: 57 Freeway and Katella

Website: www.Flightdeck.com



**60+ eight-foot vendor tables of rare/
hard-to-find model kits, and more!**

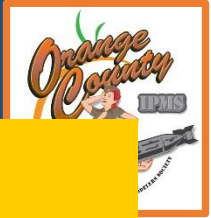
- | | |
|------------------------|-------------------|
| ✍ Military Aircraft | ✍ Magazines |
| ✍ Warships | ✍ Reference Books |
| ✍ Automobiles | ✍ Collectibles |
| ✍ Miniatures | ✍ Anime/Robots |
| ✍ Tanks | ✍ Militaria |
| ✍ Armored Vehicles | ✍ War Surplus |
| ✍ 1/6 Military Figures | ✍ Trains |
| ✍ Science Fiction | ✍ Toy Soldiers |
| ✍ War Movie DVDs | ✍ Decals |
| ✍ Model Supplies | |

- **Military Vehicle Display**
- **Historical Re-enactment Groups**
- **Model "Make 'n' Take,"**
- **Miniature Wargaming**

**** Moral Conflict WW2 Axis & Allied on Steroids board game Pre-Launch ****
Special FlightDeck Air Combat and 727 Commercial Aviation Flight Simulators--
--Available for guest by early registration VIA WEBSITE ONLY!--

Special discounted rate available for Brewer Brother's attendees only
Special Guest Speakers: Modern Jet Fighter Pilots from recent Vietnam,
and Iraq Wars Symposium and book Signing

www.brewer-brothers.com



1650 South Sinclair Street, Anaheim CA 92806
Phone: **714-937-1511** Website: www.Flightdeck.com

Show Time : Sunday May 18th 9:00am til 3:00pm



VENDOR INFORMATION



Tables are 8ft
Table Cost \$55
Set-up Time 7am-9am

ADMISSION -

General \$8
Children under 12 FREE

CONTACTS

Contact: Chris Brewer 562-569-2509, or
Pete Connolly 818-249-0729
Email: modelkitexpo@hotmail.com
Website: www.brewer-brothers.com



Eight F-16 Fighting Falcon 1/1 scale combat flight simulators



\$2.00 OFF
Admission
with this Flyer





2014 San Diego Model Expo & Swap Meet



Scan for updates and more information or visit www.ipmssd.org

Hosted by
IPMS San Diego & San Diego Model Car Club



Supported by
The San Diego Air & Space Museum
SATURDAY, June 7, 2014
San Diego Air & Space Museum Annex
Gillespie Field, 335 Kenney Street, El Cajon, CA 92020



- **Model Registration:** 9:00 am – 12:00 Noon
- **Swap Meet:** 8:00 am – 1:00 pm
- **Raffle Drawings:** 11:00 am - 1:00 pm
A third, Special-Prize drawing will be held at the Award Ceremony.
- **Awards Presentation:** 3:00 pm

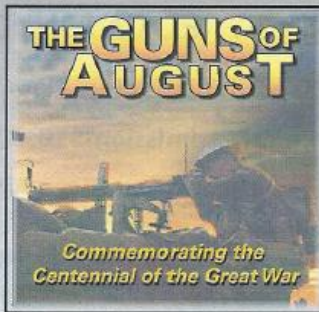
- **Admission.....\$3.00**
- **Contest:**
 - **Adults.....\$10.00***
 - **17 and under.....\$5.00***

Contest registration includes 3 model entries. Additional models \$1.00 ea. Does not include admission fee. The contest will be judged based on IPMS National rules, including the **no sweeps rule, and no previous San Diego Model Expo, IPMS National, or Region 8 winners.*

Special Awards

- Best Aircraft
- Best Military
- Best Ship
- Best Figure
- Best Space, Sci-Fi & Fantasy
- Best Theme: *The Guns of August - Commemorating the Centennial of the Great War*
- Best Theme: *50 Years of 426 Hemi*
- Best Hypothetical Model - *Craig Burke Memorial Award*
- Judges Grand Prize - *Best of Show*
- Best 1/72 Aircraft
- Best Diorama
- Best WWII Pacific Ship
- Best Automotive

Contest Themes



Contest Categories

- 1-Juniors, 17 & Under: all scales/categories (non-automotive)
- 2-Aircraft: 1/72 & smaller-Prop
- 3-Aircraft: 1/72 & smaller-Jet
- 4-Aircraft: 1/73 to 1/33 - Prop
- 5-Aircraft: 1/73 to 1/33 - Jet
- 6-Aircraft: 1/32 & larger - Prop
- 7-Aircraft: 1/32 & larger - Jet
- 8-Helicopters: all scales & types
- 9-Military Vehicles: Armor - 1/72 & smaller, all types
- 10-Military Vehicles: Armor - 1/48, all types
- 11-Military Vehicles: Armor - 1/47 & larger - Fully tracked
- 12-Military Vehicles: Armor - 1/47 & larger - Wheel, semi-tracked
- 13-Military Vehicles: Softskin - 1/47 & larger, all types
- 14-Dioramas: small composition
- 15-Dioramas: large composition
- 16-Ships: 1/451 & smaller
- 17-Ships: 1/450 & larger
- 18-Ships: Submarine
- 19-Ships: Sailing
- 20-Figures: 54 MM & smaller
- 21-Figures: 54 MM & larger
- 22-Figures: Sci-Fi & Fantasy
- 23-Sci-Fi & Real Space Vehicles: all scales & types
- 24-Hypothetical: all scales & types
- 25-Miscellaneous: all scales & types
- 26-Out-of-the-Box: all scales & types
- 27-Automotive: Juniors
- 28-Automotive: Production/Replica
- 29-Automotive: Hot Rods, Street Rods and Street Machines
- 30-Automotive: Custom
- 31-Automotive: Competition - Non-Drag Racing
- 32-Automotive: Competition - Dragsters
- 33-Automotive: Large
- 34-Automotive: Low Riders
- 35-Automotive: Motorcycles
- 36-Automotive: Out-of-the-Box

Return lower portion with payment

Category Sponsorship Application

NAME: _____ ADDRESS: _____ E-MAIL: _____
PHONE(S): _____

Make check or money order payable to: IPMS San Diego, c/o Gary Williams, 4741 Robbins Street, San Diego, CA 92122

CATEGORY NUMBER(S) _____ x \$25.00 = \$ _____ TOTAL ENCLOSED \$ _____

For category sponsorship, indicate the category number(s) you wish to sponsor and multiply by \$25.00

SIGNATURE _____ DATE _____

Additional information and updates: • www.ipmssd.org • [Manny Gutsche MGutsche@rfindustries.com](mailto:MannyGutsche@rfindustries.com) (858)518-1577 • Gary Williams (858) 453-8777

See Reverse for Swap Meet Information & Table Application Updated February 10, 2014



KIT, MODEL, & AVIATION COLLECTABLE SHOW & SWAP MEET

PLASTIC KITS, WOOD KITS, DIECAST, TOYS, ART, PUBLICATIONS,
MEMORABILIA, FLIGHT GEAR
(PLEASE NO RC OR TRAINS)

SATURDAY

Saturday JUNE 7, 2014

8:00 am to 1:00 pm

SAN DIEGO AIR & SPACE MUSEUM,
GILLESPIE FIELD
335 KENNEY ST, EL CAJON, CA 92020

SELLERS: \$35.00 per table. Set up time 7 am to 8 am

BUYERS: \$3.00 per person (early admission-\$10.00). Gate opens at 8:00 am

Admission proceeds benefit the San Diego Air & Space Museum.

Limited number of tables available by advance reservation only. No tables will be available at the door.

Sellers allowed ONE helper per table at no additional charge.

Contact Tony Beres at 619-234-8291, ext. 138, for details. E-mail: tberes@sdasm.org

Fill out the form below and mail to:

Tony Beres, San Diego Air & Space Museum
2001 Pan American Plaza, Balboa Park
San Diego, CA 92101.

Make check or money order payable to the San Diego Air & Space Museum.

The San Diego Air & Space Museum is not responsible for damage to or theft of your vehicle or personal property.

-----Return lower portion with payment-----

I want to sell at the June 7, 2014 SHOW.

NAME: _____ ADDRESS: _____

PHONE(S): _____ E-MAIL: _____

Number of 8 Ft. Tables Desired (3 Max) _____ @ \$35.00 ea _____ Amount Enclosed _____

SIGNATURE _____ DATE _____

This form is also available at www.sandiegoairandspace.org

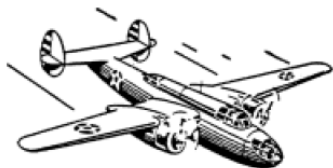
See Reverse for Model Contest Information



Kit Collectors Exposition & Sale

July 13, 2014

9:00 am – 3:00 pm



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



UFCW LOCAL 324

United Food & Commercial Workers Union
8550 Stanton Ave., Buena Park
 Riverside (91) Fwy., South on
 Beach Blvd., East on Crescent.

- **Door Prizes!**
- **Snack Bar**

*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

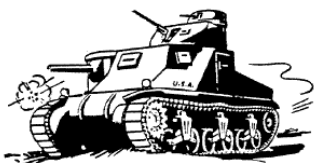
Edie Keller (714) 826-5218
 P.O. Box 38, Stanton, CA 90680
kitcollectorsshow@yahoo.com
www.kitcollectorsshow.com



Admission \$5.00
 Kids under 12 FREE With PAID adult
Free Parking!



Upcoming Shows:
November 9, 2014 ♦ March 15, 2015



We're on Facebook @Buena-Park-Model-Kit-Collectors-Expo

The Aviation Historian®

The modern journal of classic aeroplanes and the history of flying

A-Hunting we will go...



The Aviation Historian®

The modern journal of classic aeroplanes and the history of flying

**A new independent quarterly, created with passion & precision,
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.



WHAT THEY'RE SAYING ABOUT *THE AVIATION HISTORIAN*

"Production values are high, with the many illustrations crisply reproduced . . . I wish this enterprise success." — Wg Cdr C.G. Jefford in *Royal Air Force Historical Society Journal*

"Beautifully produced and distinguished by paperback-book dimensions that give it a different feel to the usual run of newsstand magazines . . . The writing is authoritative throughout . . ." — *Pilot* magazine

"Invites you to have a 'conversation' with the topic matter and is lively and engaging . . . research rich, factually dense and of academic value" — Minerva Miller, University Librarian at the University of London

"Authoritative in-depth articles . . . all have impressive content . . . this is a work of reference to keep. Highly recommended" — *NZ Aviation News*

■ 1-year subscription (4 issues) £44 UK, £53 Europe, £62 RoW ■ 132 pages ■ 245mm x 170mm ■ Perfect-bound

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

☎ +44 (0)7572 237737 (mobile) ✉ TAH, PO Box 962, Horsham RH12 9PP, UK

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.

