

CONCOURS

The Official Newsletter of the San Diego Model Car Club

A Chartered Chapter of IPMS/USA



April/May 2008

Some of you may have noticed that I didn't do an April issue of CONCOURS, and I'm just now finishing up the May issue the night before our meeting. As you might imagine, I've been continuously busy over the last several months, and have had almost no time for the hobby or anything else fun, and that situation threatens to continue for the near future, I'm afraid. Nevertheless, I put everything down this evening to try and get this out. Let's get to the old news first.

In March, we had our first quarterly contest in probably 10 years. It's part of Jesse's new plan to revitalize the club and, despite the low turnout of modelers for it, (only 4 guys actually entered anything) we had a lot of models and I think most guys found it a lot of fun. (I'm doing this from memory so bear with me). The guys who entered were Glenn Day, David Allin, Bob Sontag, and Lee Williams, and all were awarded with first, second and third place finishes, although I cannot remember exactly who won with what now. I've posted a few of the pictures elsewhere in this issue of CONCOURS. I wound up being one of the judges, and I have to say that the quality of the models entered was very high and the ones we selected for recognition were very deserving, indeed. For the most part, we really had to nitpick to select the winning entries. Our next Contest Night is scheduled for the June meeting, which would be Tuesday, June 18.

Our April meeting was our first very Swap Meet night and I thought the turnout was pretty good. I brought in a bunch of stuff to sell, as did Jesse, Dan, Bob, and maybe one or two other guys. Again, like our contest the month before, it was rather low-key and will probably pick up in popularity as time goes on. I sold some stuff, as well as the other guys, so we did alright. I'm not sure when Jesse has the next Swap meet planned for, but it may be in July.

I had to take a trip out to Phoenix last month to visit my sister in Mesa, and I picked the weekend of April 26 so I could combine my visit with a stop at the Desert Scale Classic Model Car Contest. No, I didn't enter anything, and in fact, I couldn't even stay very long, but I enjoyed the time I spent there and must have shot about 250 pictures of the various entries. While I was there, I hooked up with pal I've known on-line for many years by the name of Tim Pentecost. Like many guys in the Phoenix area, Tim's an avid drag racing fan and that's how we know each other. He was nice enough to show me around and spend a little time describing the modeling scene out there to me. I also ran into former local member Bob Jacobsen and his wife Sherry. I hooked up with them last August at the IPMS National in Anaheim, too. Our own Darryl Gassaway was there shooting photos for MODEL CARS magazine, and I saw a few other guys from So Cal that I've known for years such as Mark Jones from the OC area. One modeler that really stood out from the rest for me was a guy named John Teresi from the Van Nuys area. I've seen this guy's work before in magazines, but I wasn't as impressed as I was when I saw his stuff up close and personal at this event. As I was going through all the photos I shot at the contest, I realized that the vast majority of them were of his cars. He had a lot of them entered and his combination of high quality building and painting, along with interesting subject matter, just drew me to his work. Check out the contest page for photos from this event.

And then earlier this month, I found myself in Orlando at a trade show and had a couple of days to kill, so I scooted on up to Ocala to visit the Don Garlits Museum of Drag Racing for what is probably the 10th time I've seen this place. It's getting kind of boring for me now, but if you ever have a reason to be in that part of the country, and have a few hours to kill, you really should see this place. It's really unique and well worth the effort.

On to other news. As most of you SHOULD know by now, IPMS San Diego is hosting their annual model contest in conjunction with the San Diego Aerospace Museum Model Swap Meet at the SDAM Annex at Gillespie Field on Saturday, June 21. Interestingly enough, I was planning to attend this event and maybe even participate in the contest, either as an entrant or as a judge, until I realized that this is the same weekend as my 25th wedding anniversary. Apparently, my kids have something big planned for my wife Kris and I, and so I'm not gonna be able to make it. Can you believe that? I even ordered a table for the swap meet so I could sell off a bunch of stuff. I truly didn't make the date connection until last week. Hopefully, my wife won't find out about it. She's a pretty good sport about my hobby (sort of) but if I miss this particular anniversary, it could mean a pretty rocky next 25 years!

So I hope as many of you as possible can make this event and have a good time. I'm sure I'll have a good time, too. Just not with all my model geek friends!

Later,

Skip

THE DERANGED MODELER

By Darryl Gassaway

Another Goodguys show has come and gone and for me it was one with mixed emotions, my last. Having been there from the beginning I must admit having Kurt take over was the correct thing to do. First of all Kurt is a no nonsense kind of guy when it comes to getting things done. In his first year he was able to get more co operation from the Goodguys office that I had in all my years together. As for the show itself, there were more models, better models and more builders involved. The sad thing is not more club members enter models. This is the only event we have in the county and we get 4 or 5 members entering. The members did come through as volunteers. Many thanks go to Bob, Jesse, Glen, Bruce and Mike Sund who was there for every minute every day, including set up day. Former club President, Sam Tate also helped out on Saturday with the Make & Take.

Now that it's over I hope the members will continue to help out as volunteers in the years to come. Kurt is a good guy and as you saw this year, he gets things done. Give him another year and I'm sure things will get better and easier for the model contest. Our club did alright in the awards as well, Glen Day won a couple , I believe, Bob Sontag was awarded a special award for his participation and all the time he has volunteered and the big winner was Mike Sund. If you have ever seen the pewter sculptures that are given to the People's Choice and Ed Roth winners then you can all envy Mike. In the past 2 years he has won both, nice job Mike.

For years Skip has been doing it and now it's my turn. I found a base in Afghanistan that has modelers who would love kits to build. I have gathered some snap car kits, some water based paints, and Tamiya paint pens, thanks to Peter, to send. If anyone has any CA, De Bonder, spare paint brushes or tools of any kind I know Sgt. Goodrow will put them to good use with his men. I am also looking for airplane kits as well as more car kits to send.

These guys are stationed on what they call the Taliban Highway, between Iran and Iraq. They are sent out on patrols for a week or more to intercept men and materials headed to Iraq. When they come in they would love to have something to take their minds off the unbearable conditions they have just returned from. If you can help with anything, including cash for postage and needed supplies please bring the stuff to the meeting on Tuesday or contact me at the meeting and I'll make arrangements to pick the stuff up.

The summer is almost here and the show season is firing up. I'll be in Phoenix on the 26th of this month, in Culver City for the George Barris Back to the 50's car and model show on May 6th and in Merced for Al Cummings model contest on June 7th. After that I hope to get some time to build. Anthony Rios is trying to set up a contest in Paramount on November 2nd and the finale in Victorville on November 2nd. As you can see the entire summer is dead for model shows of any kind in SoCal. It's time to decide if we want to get back into the model show business. There are 4 months with nothing. It's too late this year, but there is always 2009, but only if we start planning now.

Well that's it for this month, remember it's a great day for modeling, now go build something and have fun whatever you build. Adios



From the Editor: I found this picture on one of my aircraft websites, believe it or not, and just had to share it with you. I can offer you no explanation of what this thing is, but it looks like a great project model for Dan King to tackle, doesn't it?

Skip

RESTORATION PROFILE

By David Allin



My favorite magazine is *Hemming's Classic Car*, and I especially enjoy the articles about restoring an old car from the fifties or sixties. I would love to do that myself, but I lack the money, the space, and, frankly, the mechanical skills. Those limitations, however, do not apply to 1/25 scale. This 1965 Marlin is a case in point. Purchased at auction (on e-Bay), it was a built kit in #3 condition. It had a cracked windshield, mismatched wheels, a missing hood ornament, worn chrome, and a chassis and interior that had been hand-painted with a large brush. A broken promo was purchased as a parts car, and a reproduction hood ornament was acquired from Modelhaus. Now I was ready to do a body-off restoration.

The windshield had been mounted with far more glue than was necessary, and was completely welded in place. I had to grind it out with a Dremel tool, then repair the damage to the windshield frame with strip styrene and body putty. The chassis and interior were stripped with DOT3 brake fluid, and then the chassis was modified to accept the wheels and axles from the promo. The chassis was then repainted and the engine given some minor detailing. The interior was painted a dark red semi-gloss, flocked carpeting was added, and the rest was detailed with paint and Bare Metal foil.

The body, fortunately, had never been painted or customized. It cleaned up nicely, and was given a coat of grey automotive primer. Having studied photos of real Marlins, and having reviewed Rambler's color chart for that year, I concluded that one of the reasons Marlins didn't sell well was the color choices available. So I went with my own custom colors. Using lots of Tamiya masking tape, I painted the body in three stages--first the Tamiya Mica Red (rattle-can), then Tamiya Gunmetal, and when it was all dry, a few coats of Tamiya clear to even everything out. Finally it was polished with an LMG polishing kit to smooth the surface and give it a realistic sheen.

While waiting for the various coats of paint to dry, I rechromed the wheels and bumpers with Alclad II. All I did was clean the parts with mild hand soap, and sand off any mold lines, before airbrushing the Alclad on directly over the existing chrome and bare plastic. This was a lot easier than stripping and painting the parts with gloss black first, and I got extremely good results. I also modified and polished the windshield from the promo, and detailed the grille and taillight assembly.

Adding all the chrome strips to the body with Bare Metal foil took several hours, but mostly it went smoothly. Once that was done, I was able to add the glass and interior, and do final assembly of the bumpers, chassis, and hood ornament. The photo-reduced California blue license plates finished it off. Thus I now have a very nice model of a car that was probably more unloved than the Edsel. And the model even has Rambler's "innovative" Twin-Stick transmission--a 3-speed auto with a second gearshift lever for the overdrive. In theory, that made it a 6-speed, but only in theory.

DA GARAGE!

By Pete Johnson

Tools! Hello all. It has been a while since my last contribution, but that doesn't mean that I have not been building. Quite the contrary. The 935 is making excellent progress. Tools! Wow, what a broad topic. Most of us are addicted to tools in one form or another. We are always looking for a quicker, easier, better, more impressive way to build our models. Simply put, tools are an extension and expression of how we execute our hobby. As we strive to get better, we seek out new or improved ways to make a better model. Skip, several newsletters back, implored more people to get into decal making. In his approach to modeling, it is a wonderful and exciting way to make the models he wants. He said that everyone who is serious about model building should try it. He is probably right, but that is just not my cup of tea---yet. I suppose it is a bit of an understatement to say that I am more into the detail building. Making things smaller and better than the kit manufacturers' supply. I spend hellacious amounts on aftermarket parts and kits in an effort to get the details right. I can easily spend 5 to 10 times the original price of the kit on this stuff. Not everybody's best use of money, but I get a lot of pleasure out of it. I have been buying tools to do this for years. Photo etched saws, and benders, tiny chisels, special sanders, little chop saws. In fact I have 3 drawers full of nothing but tiny tools for this hobby. Each has a purpose and I have certain ones that I use a lot. I have others that are so specialized that they only have a single purpose, but when needed will be the only tool that can do the job.

For those who were at last month's meeting, you know that I recently took the plunge and purchase a new tool. I am now the proud owner of a Shureline Lathe. I initially bought it so that I can make all the little turned parts that I spend so much on. I probably spent less on the lathe than I have on parts for the 935. At least that was the logic.

I thought it would take me months to turn out the first useful part. Frankly, I was a bit intimidated by the parts that Mark Jones does and we have all seen the work of our own master machinists, Harry Cotrill and Paul Mendoza. Very intimidating indeed.

Well, I got the machine and went to the scrap yard and picked up some bits and pieces and proceeded to make a lot of scrap metal over the next couple of days. My trashcan was full of shavings and twisted pieces of metal. It looked like the nest of some bizarre robotic packrat. Well, I had a plastic part lying on my bench that needed to true it up. It was the fire bottle for the 935. According to the kit instructions, I needed to remove the molded mounting straps and replace them with photo etched parts. After hours of sanding, the piece looked like a giant lumpy capsule. Sanding round objects with flat sanding sticks is a challenge. So I decided to give the lathe a try. I had cut plastic before. Harry was kind enough to loan me his lathe during another project, so I knew it could be done. Unfortunately, very soon after I started, I fed the tool too fast and the machine ate the part! Now this would be a disaster in anyone's book, but luckily, I had spare parts. Unfortunately I was looking at a lot of time with a sanding stick to get it right. Not a very happy prospect.

After looking at the part, I decided to try my hand at machining one. Well, to my surprise, in about two hours I turned out a very nice piece. In the photo below, you can see the result. The gray piece on the left is the original Tamiya piece and my replacement is on the right.

The scratch built part meets my criteria for successful scratch building. A scratch built part should be an improvement over a kit part in two ways. First, it should look more realistic. This should be the critical factor in all scratch building. Second, the amount of time spent, should be proportional to the work. In this case after painting, it will look marginally better, but takes a heck of a lot less time. Thus it is worth doing.

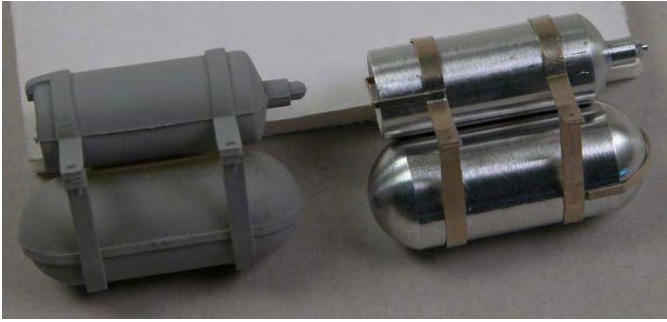
This was a bit of a surprise to me, though it really shouldn't have been. All good tools were created to be time savers. I just wasn't expecting this one to be this useful so soon into the learning process. Should everyone have a lathe? An emphatic No! For many it would be a waste of resources. For the casual hobbyists, it would be cheaper to buy parts from the aftermarket than to pay the cost of this tool. But for the person who wants to challenge their building skills and take their models to an entirely different level, yes. It would be money well spent.

I have discovered that it is actually easier to make some parts, than to fix a poorly cast part from a kit. On top of that, metal is really a great medium to work in. In spite of all the great paints out there, nothing looks more like metal than metal.

So Skip, my hat is off to you. There are a lot of tools out there for us to spend our money on. Get the ones that hold an interest for you, and encourage others to try them. The results can be fantastic.

P.S.

After the results with the basic part, I decide to go one step further and add a pressure gauge. It took less than 10 minutes to turn it. I stole a gauge decal from one of my other models and punched it out with my punch and die set and put a drop of Crystal Clear on it for a lens. This thing is addictive!



Editor's Note: It's now 11:30 on Monday night and I still can't figure how to integrate Pete's pictures into his article, so here they are with my humblest apologies. Pete sent me this great article as a PDF file and, while that seems like a cool idea, it's actually easier for you to send me the articles as either MSWord files or email body text, with the photos separate so I can do my own layouts here.

In reference to Pete's article, I've spent a TON of money lately on tools and specialty processing kits like Photo Etching and Dry Transfer so I can figure out how to make my own photo etch parts, and how to make decals using the dry transfer process. I won't have time to even look at this stuff until the late Summer, but I'm planning to learn these processes, much the way Pete is learning machining, and will share them with you if they work!



Here are a few shots from the March Contest. Sorry I couldn't do more, but I'm running out of room. The Purple and Black Sedan Delivery is by Glen Day, as is the Black Caddy on the left. The Little Red Ferrari (which was stunning, by the way) is by Dave Allin, and the Drag Camino was built by Dale Dahlstrom.

PHOTOS FROM THE APRIL MEETING



PHOTOS FROM THE DESERT SCALE CLASSIC MODEL CAR CONTEST





We meet on the third Tuesday of every month at the San Diego Automotive Museum in Balboa Park. The doors open at 6:30 PM and the meetings usually run until 9:00 PM. Dues are \$30.00 per year.

March 18 – Quarterly Contest
April 15– Swap Meet
May 20- Regular Meeting
June 17– Quarterly Contest
July 15– Swap Meet
August 19- Annual Club Picnic
September 16- Quarterly Contest
October 21–Swap Meet
November 18- Regular Meeting
December 16 – Last Quarterly Contest

Ok, here are some rules and guidelines to follow:

Quarterly Contest – Once a model wins a contest it is out. You can bring it in for display or show and tell, but if it wins, it is out for good! No partial builds or non – car type models. It must be a street vehicle. Unless it is an Amphicar or a Flying Car, it is not allowed to compete, but you can bring it in for display or show and tell.

Swap Meet – Any and all model related goods are welcome! And remember, if you hauled it in and did not sell it, you take it back home! No orphans!! If you are not a member of the club but wish to sell at the swap night, then you will be charged a \$5 dollar sellers fee even if you do not sell anything. Sorry, no refunds!! And also, the San Diego Model Car Club will not be held liable if you are not happy with what you bought. This must be taken up between the respective parties and not SDMCC!!

You are always welcome to bring freebies on any night you like. Freebies are always good!

The Picnic – This will be done by the Club for its members and guest. Here is your chance to really scare your significant other into never wanting to come back to a meeting again! More info as it develops!

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