



Proud member of IPMS USA <http://ipmsusa.org>

www.lisms-ipms.org

RED, WHITE & SPRUE

Volume 24 Number 9

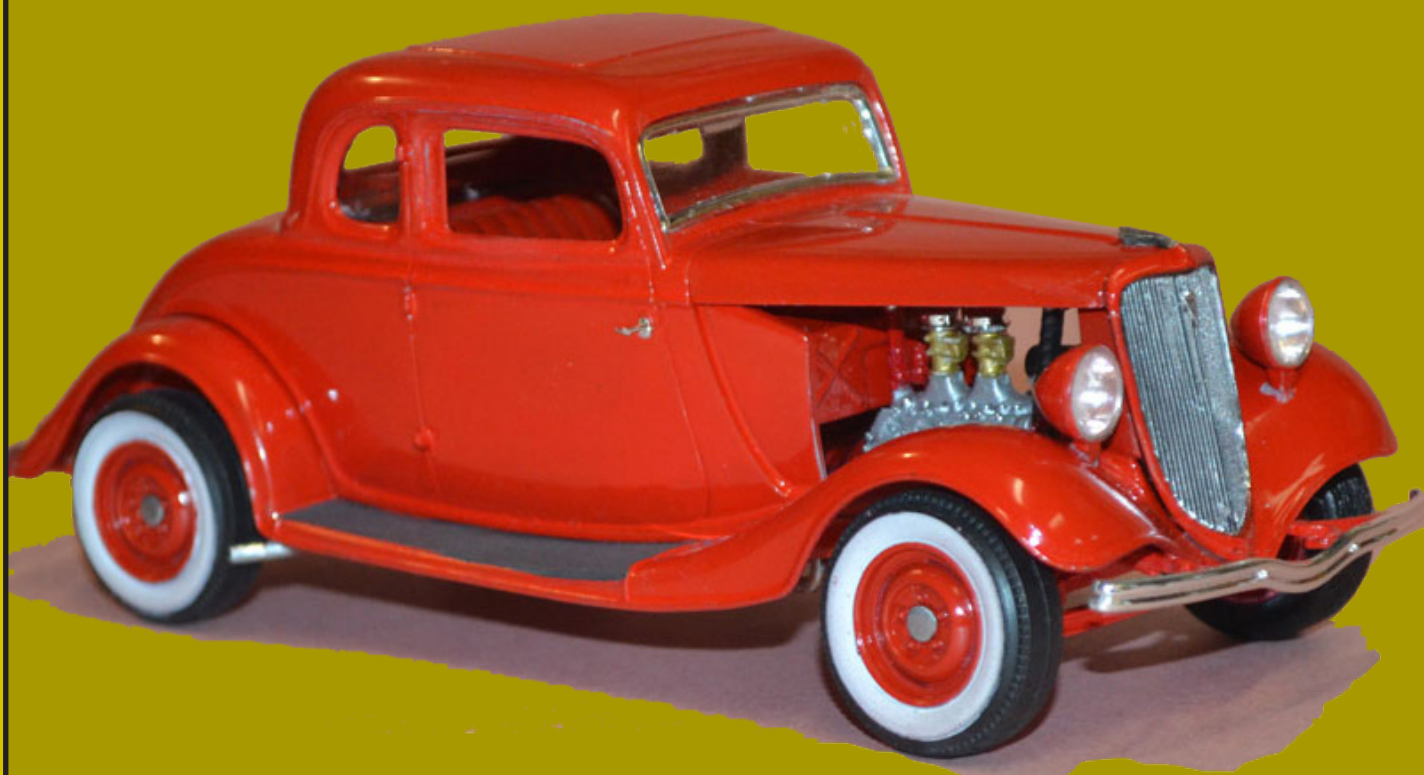
★ LISMS NEWSLETTER ★

September 2017

Kit Review
1934 Ford

Photo Essay
Macchi MC 200

Seen on the Table



IN THE PILOT SEAT



Next meeting date:
Monday, September 18th
7:30 pm to 10 pm

Levittown Public Library
1 Bluegrass Lane, Levittown, NY

Executive Board

President: Robert DeMaio
631 707-3442
taurleo@optonline.net

1st Vice President: Fred Seitz
631 581-1990
seitzfjs3@gmail.com

2nd Vice President: Tim Kelly
516-621-0184
timothykly@aol.com

Corresponding Secretary: Fred Seitz
631 581-1990
seitzfjs3@gmail.com

Secretary: Doug Tantillo
516-541-7576
dtantill@optonline.net

Editor: Steve Muth
516 671-9456
sgmuth@optonline.net

Graphic Design: Al Zygier
917-832-7054
azygier@icloud.com



Model: 1/25 '34 Ford by Steve Muth
Photo: Stephen Muth



Fred told me he wasn't quite ready last month to do his demo on decaling so I will give him a time out and have Bill Koppas stand in this month to give a demo on paint brushing with Vallajo Paints. Bill has won many awards in contests and I've seen some of his brush painted models he has done on a couple of armor kits. This will be interesting for us all. Our meeting is Monday September 17th. Dues will be collected by Doug from those who have not paid yet. \$15.00 for a year of dues is so minimal to belong to a great club! This is what will happen to you if you do not comply:



I heard some of you crying over my last newsletter and how I treated those two 1/32 scale kits worth a good some of money. It happens! It took a lot of frustration and discontent for me to surrender kits to the trash bin, but it teaches us a lesson. Here is my next rant that I just have to vent about, airbrushes. Since the 80's airbrush companies have been trying to reinvent the design. In the 70's I found the Badger 200 (see picture) bottom feed. It had a screw-on adapter on the jar cover. This prevented the jar from falling off. The paint is sucked up and sent out 360 degrees around the needle. Around the paint is 360 degrees of air. I was also using the old Pactra paints I thinned with Turpentine. The Pactra paint was thinned quite nicely and didn't need to much more turps to thin further. Badger and Pashe had cheaper airbrushes but not designed with the 360 degree pattern. At that time I worked part time in the Squadron Shop in Syosset where I displayed some of my completed models at the request of the manager, Terry. Customers would ask me how I got such thin lines. I had to show them or draw a sketch of the airbrush design. They had purchased the cheaper

continued on page 12





1/25th '34 Ford 2 in one Stock or Street 5 window Coupe

by AMT/ERTL #6686 and 38405 ~\$18.00 ea.

by Steve Muth



The box top. Both the #6686 and 38405 kits have the same art.

As you may remember, back in the February issue we reviewed a street rod version of the 1934 Ford 5 window coupe featuring an OHV V-8 and modern suspension. Since then I bought a stock version because my first car was a 1934 Ford 5 window coupe and to top it off it had parts to build it with a dual carb flat head engine; just like my first car! Yes, good things do come to those who wait (sometimes).

On to the kit! There are 103 parts, including 1 clear part for the windshield, rear window and side rear quarter windows, 4 rubber tires, 4 white wall inserts for the tires and a bunch of gray styrene parts. There was little flash, only a few shrink marks on the chassis rails and a few ejection pin marks in the floor, inside the roof and under side of the

fenders. The clear parts could have been clearer but they polished out to make them clearer. They still have some wavy distortion though. Strangely, there do not seem to be any door window clear parts. The parts were all bagged so I don't think they fell out. They are flat so could be easily made – I chose to model the car with the windows down. The mold quality looks better than the hot rod variant reviewed in 2015. The running boards still look good though. There are some choices you can make during the build. For the tail lights, you can use the stock round ones, '39 Ford tear drop shaped

ones or the '50 Pontiac round ones. I chose the round ones. They also give you two chrome horns you can mount on the front fenders. I did not use them as my car did not have them. My car had a '50 Ford truck flat head V-8 with dual carburetors and high compression Offenhauser aluminum heads so I went the street rod version which, as luck would have it, had the Offs heads and dual carbs.

The engine went together easily. The carbs were painted gold (the real thing looked like it had been alodined.) which went nicely with the provided chrome air cleaners. The heads were stripped with brake fluid and painted dull aluminum while the block was painted with Tamiya X-7 Ferrari Red. The exhaust headers and pipes were suitably "rusted" with #1185 Flat Rust sort of dry brushed over a base of Tamiya AS-12 Bare-Metal Silver.

Next came the tub. The car was overall a bright red body, fenders, frame, interior, suspension – everything! So everything has been primed with Tamiya Gray surface

continued on page 4



KIT REVIEW & BUILD

continued from page 3

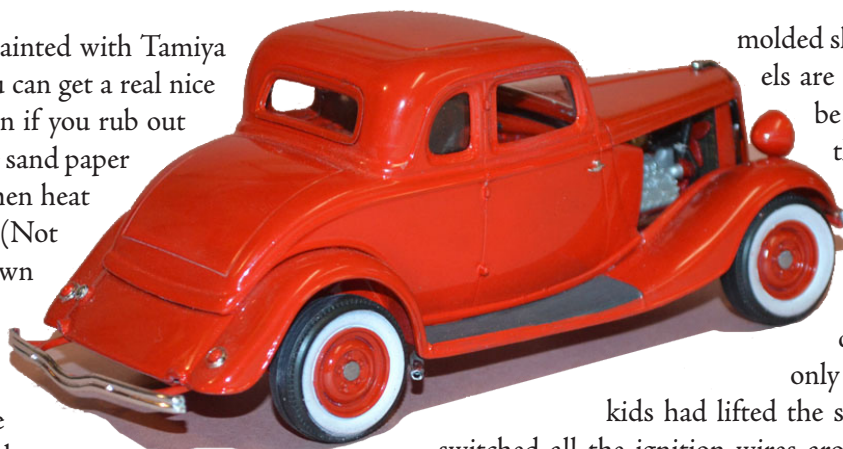
primer then spray can painted with Tamiya Bright Red #TS-49. You can get a real nice shine right out of the can if you rub out the primer with very fine sand paper or rubbing compound then heat the spray can in hot (Not boiling!) water. It lays down nicely. Stop as soon as it looks wet! It will then level out and give a nice shine. Be sure to put the just painted parts(s) under a clean box to keep dust off until it dries. I use a normal cardboard box that I have wiped out with a very damp rag to take all the residual dust off. The kit provides the clutch and brake pedals but no accelerator pedal so one was made from a small piece of sheet plastic. Cardboard would work just as well though. The gear shift and emergency brake handle were added then the instrument panel, steering column and wheel. The speedometer face should be a cream color with black markings. A note here on the steering column – on the top it attaches to the instrument column but there is no termination for the bottom and no instruction on the angle. This is a simple thing they should have done right. I had to estimate where it would go to terminate at the steering box (which exits on the left side of the frame). Poor engineering!

The main body was given the same paint treatment. The one-piece clear part had to be sanded with progressively finer sand paper to eliminate the blemishes and defects in the molding. It was then polished and dipped in future and inserted into the body. It's a tight fit and you have to be careful you do muscle it into place so as to not break it. Then a small hole was drilled in the area at the top of the windshield for the rear-view mirror.

Next, the surrounds for the windshield and rearview window were added.

The door handles and such will be added later so they don't break off. The hood was also painted now.

There are no gimmicky features. The doors and trunk are



molded shut. Only the side panels are removeable. These can be posed off to show off the engine, which I did, as that was how I usually kept the car. (Did I ever tell you about the time I came out to go to work

only to discover that some

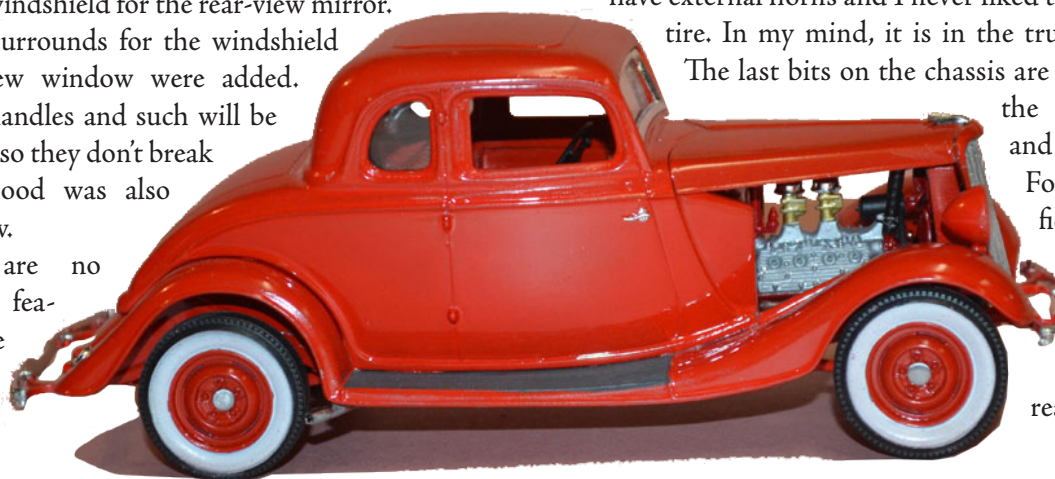
kids had lifted the side hood curtains and switched all the ignition wires around? Not fun at 6:30 in the morning in the winter). No steering or suspension movement is provided for but the beam front axle and live rear axle are represented well. This is my kind of kit.

The main chassis is molded by itself with the fenders as a separate piece. There are a few sink marks on the chassis side rails but these are easily filled. The bottom is fairly well detailed and even has the battery. Sadly, though, there are no shock absorbers for the rear axle. The front friction shocks are there but nothing in the rear. The suspension and drive train are nicely done and look good when completed. The leaf springs are well represented and everything goes together well. The headlights require you to open holes in the front fenders for the mounting pegs on the headlight assembly. I would recommend you do this before painting to avoid damaging the paint. With all that detail underneath, you should really sand out the ejection pin marks and fill in the headlight mounting holes on the bottom of the fenders; particularly if you are going to enter it in a contest. In the rear, I just glued the tail lights and gas cap on with 'Tacky Glue'. The front horns and rear spare tire were left off as my car didn't

have external horns and I never liked the external spare tire. In my mind, it is in the trunk/rumble seat.

The last bits on the chassis are the mounting of the engine, radiator and exhaust system.

For my car, I modified the exhaust pipe to exit under the running board ahead of the rear wheel opening



on the right side. The end was "chromed" with a 1mm Liquid Chrome pen. These are a great product and can be had at many hobby shops and craft stores. While I was at it, all the nuts and bolts on the engine and chassis were dabbed for a chrome look. It really gives a chrome like finish. It was also used to touch up the chromed parts after they were sniped off the sprue (bumpers, door handles, etc.). Perfection!

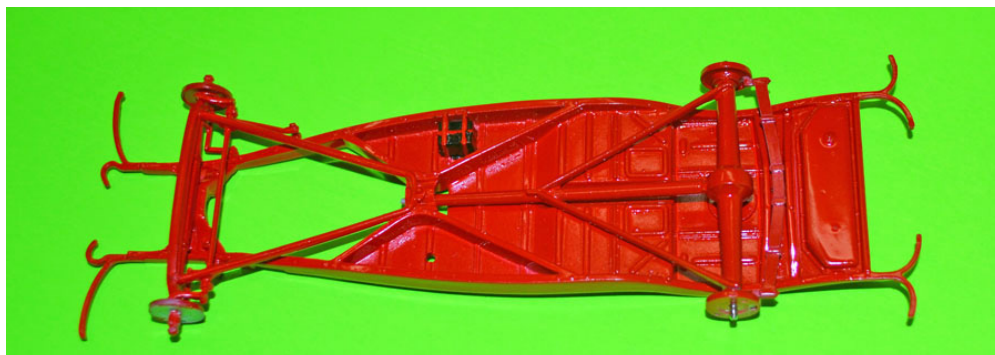
Assembling the interior tub into the body is a little tricky but a little judiciously applied brute force will get it in. Make sure it is completed, particularly painting the inside door handles and window cranks, before inserting it as it is a devil to get out without breaking something. Fitting the hood presented no problems but assembling the radiator grill into place took a while. I eventually got everything in place and held it all together with rubber bands to close the gap with the hood.

The bumpers were tricky. The mounting arms did not really align well with the bumper pegs and they are frag-

ile, not lending themselves to a brute force approach. I ended up attaching one end, letting it dry really good then working my way to the other end one at a time.

The wheels provided were very nice spoked jobs but my car had pressed steel wheels so I used the rims from a Revell 32 Ford 5 Window Coupe. The tires in the kit were too narrow so again the spares box and the '32 yielded wider ones. A template was then used to spray the white walls on the tires using white primer. The rims were painted the same Red TS-49 as the body. Don't forget to paint the inside of the tire to provide a buffer for the rubber. That prevents the rubber from turning goeey and distorting with age.

All in all, a lot more than what you would expect from 40+ year old molds. You get a lot of pleasure for \$18.00 and it brought back a lot of memories. Next, maybe that '57 Corvette will get to see the light of day. That was my 2nd car. 🚗



Bottom of the frame with running gear in place.



The fenders were molded all in one piece. All the ejection pin marks are on the bottom surfaces and also, you have to open holes for the head and tail lights. If you really want it done right it will be a fair amount of cleanup.

continued on p6



KIT REVIEW & BUILD

continued from p5



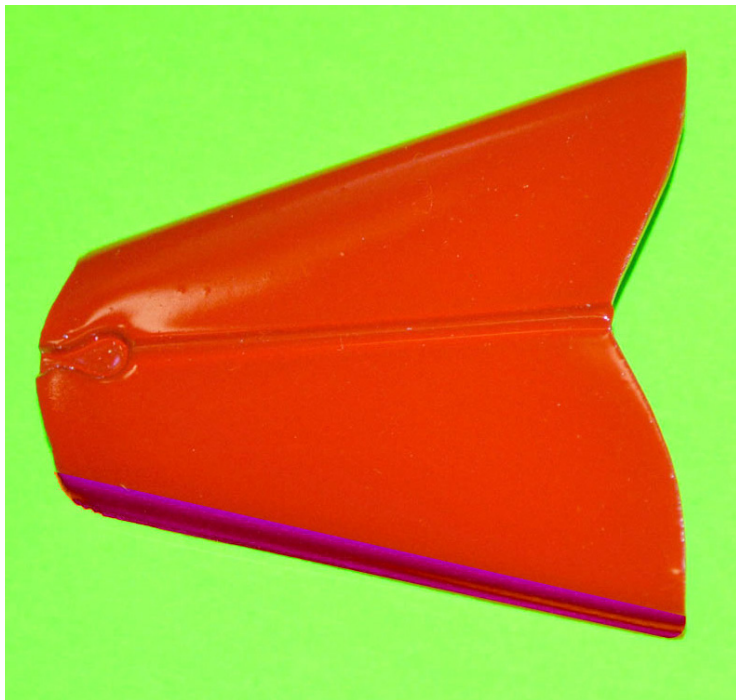
The body is pretty complete and only needs the one piece clear piece for the windshield, rear window, and two rear side windows. There are no clear parts for the door windows.



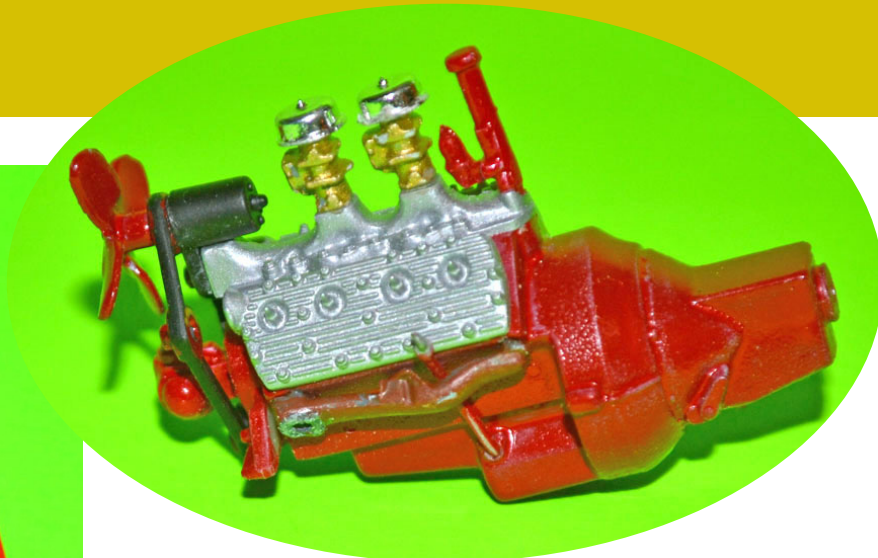
Left rear view of the body. The green shadows are from the green backdrop used in the photo shoot.



A rear view of the tub with the body interior. The gas pedal had to be added.



The hood painted and ready to go.



The flat head Ford V-8 is nice. The kit provided stock heads and manifold and, as an alternative, aluminum Offenhauser heads and a dual Stromberg carb. setup. Using the Liquid Chrome pen to highlight the bolts on the heads set the engine off nicely.



Liquid Chrome in a pen by Molotow is really good stuff. Just a dab on the head bolts on the flat head V-8 engine makes the engine pop. It is very good for touch up on chrome parts too.




Macchi MC. 200 Saetta

Taken at the National Museum of the US Air Force - Dayton

by Steve Muth

The MC.200 first flight was on December 24 1937. It was first employed against the British over the Mediterranean island of Malta in September of 1940. It also saw action in Greece, North Africa, Yugoslavia and the Soviet Union.

The aircraft on display at the NMUSAF flew with the 372nd Squadron in Italy then the 165th Squadron in North Africa. In November of 1942 it was abandoned in Bengazi following the battle of El Elamein where it

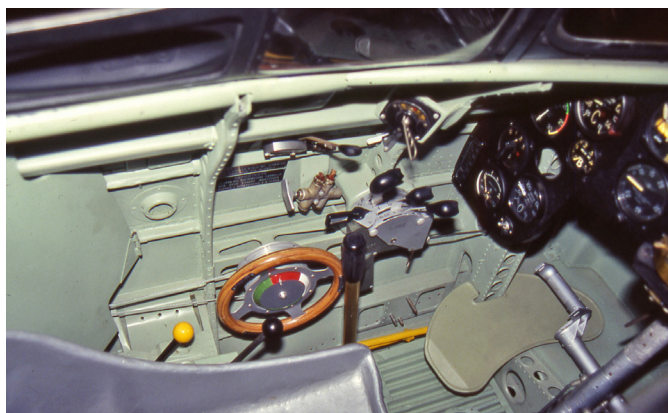
was captured by the British and later shipped to the US where it was exhibited as part of a war bond drive. Later it was acquired by the New England Air Museum in Connecticut. In 1989 it was purchased by a private owner who had it restored by a team from Aeromacchi before its acquisition by the NMUSAF. It is displayed in the markings of the 372nd Squadron of the Regia Aeronautica. The markings that it exhibited when captured. 



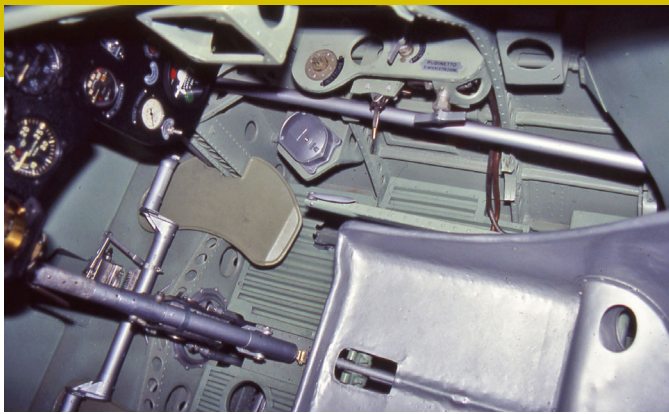
Side View of the Macchi MC.200 on display at the NMUSAF outside Dayton, OH. Photo courtesy of David Menard.



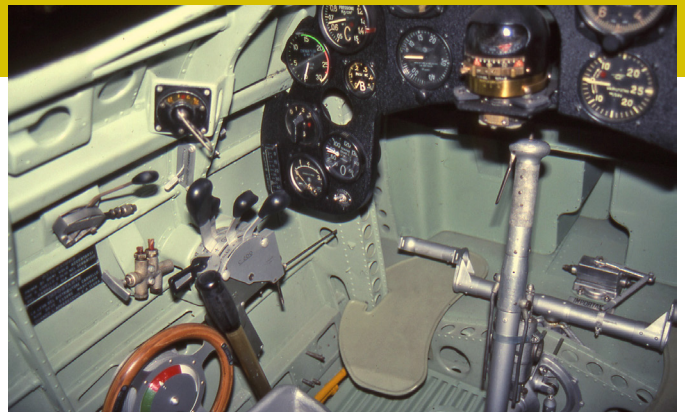
In the cockpit looking forward. Note the heel guides are slightly browner than the sheet metal green. The rudder pedals are silver as is the control column.



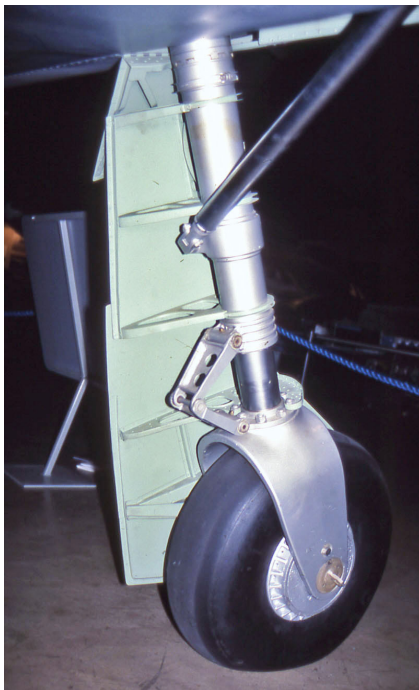
The seat and throttle quadrant are silver and the trim wheel rim is wood. The knob aft the trim wheel is yellow while the other knobs are black.



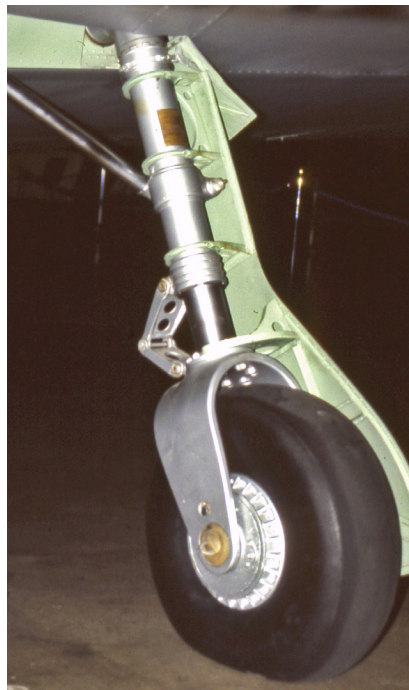
The seat bottom has some curious openings and forming for what appears to be a elevator control rod.



A left forward view in the cockpit.



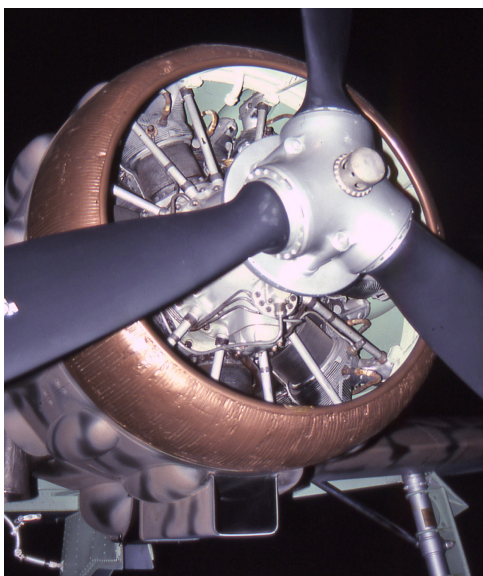
The right main landing gear in-board rear view. The landing gear well and cover interior seem to be painted the same color as cockpit interior sheet metal.



An inboard front view of the left main landing gear. The strut, wheel hub and links are painted silver.



The seat pan, back rest and armor plate.



Propeller hub and engine face and cowl. The interior front of the cowl appears to be white while the exterior is formed copper tubes. The engine case appears to be a light gray, different from the metal propeller hub.




Left side view of the tail wheel shows the hub and fork to be silver.



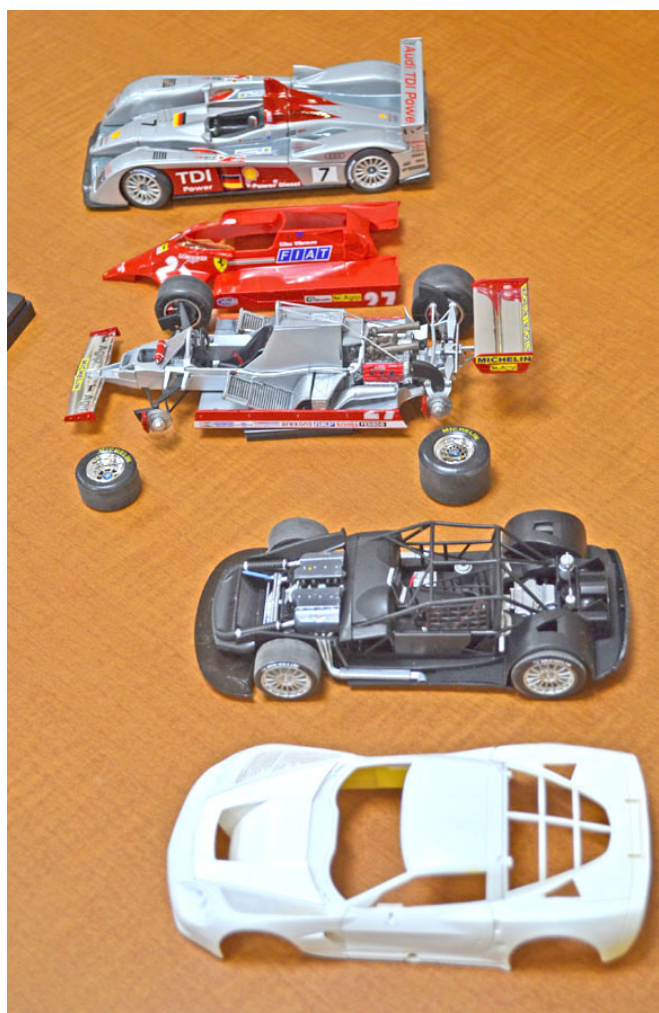
SEEN ON THE TABLE-8/21/17

There were 12 models on the table at the meeting. There were planes by Ray O'Neill, Marshall Voizard, and Tim Kelly, cars by Rich Caserma,

Jim Boulukos and Steve Muth, Fantasy figures by Rick Verriest, Armor by Bill Koppas and a ship by Steve Martens.. 



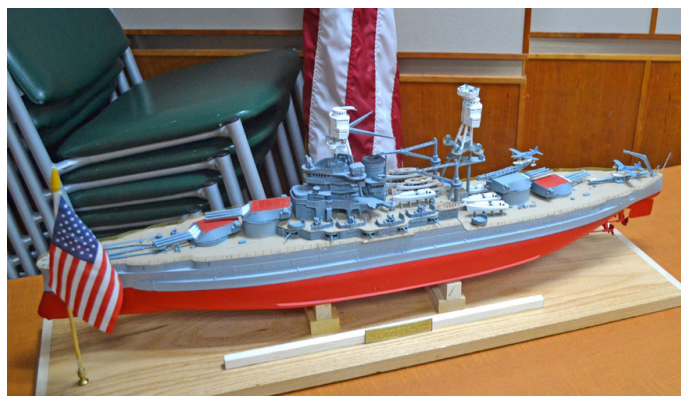
1/24 '34 Ford 5 Window Coupe in work by Steve Muth – a model of his first car back in 1957! Pueblo, Co to New York in 3 days!



1/24 Cars by Rich Caserma – a C-6R Corvette, a Ferrari 126 and an Audi R10



And a 1-35 armored car also by Bill Koppas



1/400 scale Battleship Arizona by Steve Martens – it's almost done!



1-35 Valentine tank by Bill Koppas.



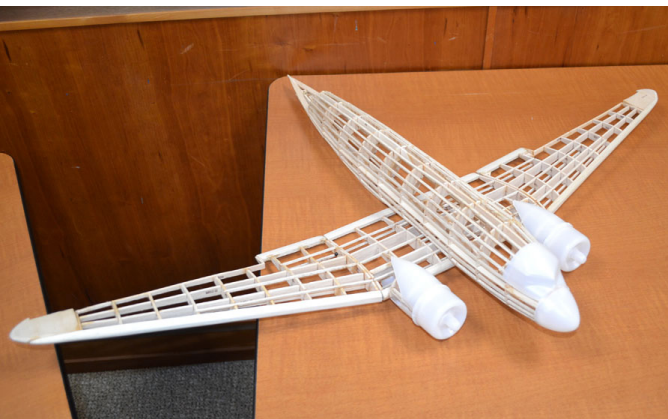
1-24 Nissan 370Z by Jim Boulukos.



1/35 Matilda tank by Bill Koppas.



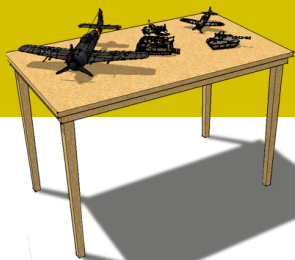
1-24 Bug Eyed Sprite by Jim Boulukos.



A stick and tissue DC-3 In work by Tim Kelly. He plans to hang it up uncovered.



1-72 XP-54 Swoose by Ray O'Niell.



SEEN ON THE TABLE

continued from p11



1-72 A-7E by Marshall Voizard.



A group of Plague Marine Death Guards by Rick Verriest.

In the Pilot Seat continued from p2



airbrushes for cost purposes thinking an airbrush is like any other. I was able to buy some replacement parts before newer designed airbrushes changed to bottom mount pressure jars, a high risk of the jar falling off while spraying.

A few years ago I thought it was time to upgrade and replace my Badger. All the companies were designing with gravity fed cups. After trying a few they all felt the same until I ran across the Grex and the feel of the gun grip design, still having the gravity fed cups. All the airbrushes were pricy in the ball park of \$200. All the years of using the Badger jar showed me that the paint had a tendency of settling to the bottom and if your paint tube

was too close to the bottom, your airbrush will clog with heavy paint. Adjustment to the tube length in the jar will prevent the clog. When I saw all those gravity fed airbrushes, I immediately thought how will the paint not clog the needle, but I sprang for the Grex. After a few tries with enamel paints, I was right and I bounced right back to my Badger I have had for 40 years. Bring back the old Badger 200 of the 70's and make me happy again.

Keep in mind, it's a Hobby to enjoy. well!

Bob

Show Calendar Listing for 2017

See Bob DeMaio for details

Date	Event & Location	Website	Day
Sep 17	Patcon 2017 Hudson Elks Lodge 959 99 Park Street, Hudson, MA, 01749	www.ipmspatriot.org	Sun
Sept. 22-23	Armorcon Crown Plaza Danbury, CT 06810	http://calendar.ipmsusa3.org/event/armorcon-1	Fri-Sat
Oct. 21	HVHMG 28 Elks Lodge 29 Overocker Road Poughkeepsie, NY 12603	www.hvhmg.com	Sat
Nov. 12	Baycon 2017 Elks Hall 326 Farnum Pike Smithfield, RI 02917	www.ipmsbaycolony.com	Sun
Nov. 11	IARS Freeport Recreation Center 130 East Merrick Rd. Freeport, NY 11520	http://www.wix.com/liarsmodelcarclub/liars	Sat
Nov. 18	Long Island Figure Show Freeport Recreation Center 130 East Merrick Rd. Freeport, NY 11520	http://www.longislandmodelsoldiers.com	Sat
April 7, 2018	Mosquitocon 1 Pal Dr. Wayne, NJ HYPERLINK	http://www.ipmsnj.org	Sat
April 27 & 28	2018Noreastcon 47 Museum of American Armor Round Swamp Rd. Bethpage, NY HYPERLINK	http://www.lisms-ipms.org	Fri-Sat

SUPPORT YOUR LOCAL HOBBY SHOP

The following Hobby Shops have supported us and are supporting us by paying for ad space here and on our web. Some have also donated raffle prizes for our meetings and our annual RepLIcon. We owe it to them to patronize their store even if we could buy the item for a slightly lower price mail order or on the web.

And don't forget to mention that you are a member of the LISMS and appreciate his or her support. Everybody likes a thank you.

Depending upon the size of your purchase, these shops have agreed to provide a possible 10% or more discount if you have our membership card.

Alsand's Toy Soldiers Plus

www.alsandtoyandsoldier.com

Alan & Sandy, Shop closed. On line orders only at this time.

Baseline Model Inc.

Eric, 250 Little East Neck Rd., West Babylon, NY 11704, (631) 376-0060, Military Model Specialist, old and new kits bought and sold. Retail and Mail Orders. Closed Mondays.

Get It On Paper

Gary Weickert, 185 Maple St., Islip, NY 11751, (631) 581-3897, open every Saturday noon to 5 PM. – Vintage Toys & Model Kits, Automobilia & auto Literature. Model kits wanted.

Men-At-Arms Hobbies

James Katona, 134 Middle Country Rd. (Rt. 25), Middle Island, NY (631) 924-0583– Excellent selection of lead miniatures-Historical and Fantasy. Plastic Models, War games & Modeling supplies. Books and Magazines.

The Marx-Man

John Stengel, (718) 418-9439 – We carry an array of toy soldiers in plastic and metal, from HO to 54 mm/60 mm. Die cast vehicles and Dragon action figures.

Trainville Hobby Depot

Weekend shows only: website: www.trainville.com and e-mail: info@trainville.com



IPMS /USA MEMBERSHIP FORM

Not an IPMS member? Need to renew your standing? You can clip out and mail in the form, download a fill-in copy from the [LISMS.org](http://www.lisms.org) web site or visit the IPMS store at <http://www.ipmsusa2.org/store> to submit your application on-line.

IPMS #

Name:

Address:

City/State:

Zip:

E-Mail:

Phone:

Signature (required by P.O.)

Type of membership

☐ Adult 1 year \$30.00 ☐ Adult 2 years \$58.00 ☐ Adult 3 years \$86.00

☐ Junior (under 18 yrs) \$17.00

☐ Family, 1 yr \$35 (Adult + \$5, Ones set Journal) How Many Cards?

☐ Canada & Mexico: \$35 ☐ Other/Foreign: \$38 (Surface)

Checks must be drawn on a US Bank or International Money Order

PAYMENT OPTIONS:

☐ Check

☐ Money Order

☐ Credit Card

Credit Card:



☐ Master Card



☐ Visa



☐ Discover

Card Number:

Exp. Date:

Chapter Affiliation (if any):

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

Name:

Number:



Mail Application to: IPMS/USA, Dept. H, PO Box 2475, North Canton, OH 44720-0475