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RED, WHITE & SPRUE

Volume 25 Number 4

★ LISMS Newsletter ★

April 2018



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21 Models



Next meeting date:

Monday, April 16

7:30 pm to 10 pm

Levittown Public Library

1 Bluegrass Lane, Levittown, NY

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**Cover Model: Games Workshop
by Rick Verriest also "Seen on the
Table last meeting".**

Cover Photo: by Steve Muth

In The Pilot Seat



Here is a good question for all of you. How can we have a 52 membership model club and hold a contest night with 7 models entered? If I remember correctly there were 6 builders? What gives guys? I've seen more enthusiasm and excitement in coin collectors! This year has shown me that this club is headed in a different direction, socializing. Well, I am considering making some changes. I am going to focus on having much more building clinics from basics to advanced. We certainly have the modelers to make this happen. Our next meeting is Monday, April 16th. I will do a clinic on what tools and glue techniques I use. Naturally, I will answer questions. I may involve another member who may use different techniques as well. Suggestions for a clinic is welcomed from you.

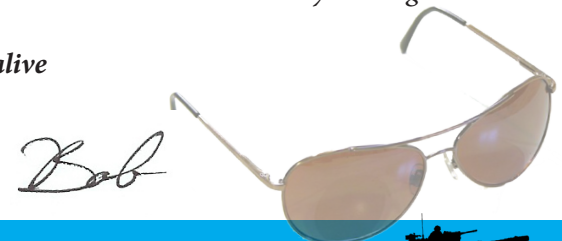
Aside from these clinics it is important to bring in models in progress or finished. Finished until a member sees something you can correct. It has happened to me and as much as we hate to hear that happen, it's really a help toward a more professional model.

Ten days after our upcoming meeting, Noreastcon will ensue. We are in the process of tying together the remaining pieces. I stuffed and mailed out 115 snail mail notices in addition to the 189 e-mail notice reminders. Let's see how many modelers show. I still have to print badges for the vendors and our club personnel, send info into Newsday to list in their weekend happenings. Since September, over three thousand flyers went around the Northeastern states and Virginia for distribution, and will be distributed at Mosquitocon in New Jersey on April 7th. Next year Noreastcon 48 will be in Albany area. The last show they did, I stayed at a nice place with a large room. I believe I still have the info on it, but NENY boys may have found

a place under one roof.

The end of my Zouki Mura building draws near as I finish the 1/32 scale Ta-152. After wrestling with the P-51, and the P-51 won the match, It's extremely rare I will surrender to a kit. I started taking out the Zouki Mura kits stashed away in my collection for sale, but for the \$95.00 price of the Ta-152 I just had to give it a shot. The slender fuselage and long thin wings called to me. Before a build of any kit I check the internet for build reviews, not how detailed and nice the parts look. I didn't find any. I started it in the winter months and long stormy nights of March. The engine was falling into place nicely until placements of engine exhaust pipes, one piece each side. The left group went on fine and faced out on a horizontal. The right side pointed upward about 35%. Something didn't look good here. I studied the instruction picture and knew I had the correct part, and it just wouldn't fit on any other way. I searched the internet for review builds more thoroughly a second time. Nada. I spent a good half hour plus studying this piece. So I glued it on enough to hold it in place, then proceeded to take out the engine doors and top piece. It was chop shop time! Make it fit correctly took a while. When trying to hold the engine in place with three outer skins to fit the pipes in place, I could have used three more hands. You should have seen what the piece looked like when finally done. This part took the longest time to seat than any other part in the kit. Once the wings and fuselage were in place there were low and high surfaces to deal with. This was not a putty free kit. I'm almost ready to paint, and probably not ready for Noreastcon. Not worth the rush. There are lots of hype for these kits but not worth my money. I have hundreds more on my waiting list to build.

**Keep our hobby alive
and well!**



1/20 Scale MPC McLaren M8D

Price - \$25.00 back in 1998 on reissue.

Currently - Out of Production

Number of Parts - Sorry, I was too lazy to count

As the box art states "The most famous American road racer of all time" is kind of true if the wording is changed around and simply state it was the most successful Can-Am series road racer of all time. But the fact is that Bruce McLaren is from New Zealand and his factory was based out of England and they raced in a series that was based in just the USA and Canada. Bottom line is that McLaren Can-Am cars were major winners over many years in which many consider the best auto racing series ever. The original Can - Am series started in 1966 and ended in 1974 and had the world's best drivers competing in a series under the FIA group 7 with very little to no rules. These cars were just big block V8 engines or Porsche flat 12 cylinder turbocharged engines attached to seat with a driver, fiberglass body with a lightweight aluminum chassis, four wheels and lots of gas. They were the fastest cars in the world at that time. There was some good prize money and appearance money for the many of the talented drivers

of that time. Bridgehampton, Long Island was one of the stops in this racing series. Notable drivers in this series were Jim Hall, Mark Donohue, Mario Andretti, Chris Amon, Parnell Jones, George Follmer, Dan Gurney, Phil Hill, Denny Hulme, Bruce McLaren, Peter Revson, John Surtees, Jackie Oliver, Vic Elford, Brian Redman, Bob Bondurant, Jo Siffert, Jackie Stewart, Jerry Titus, Pedro Rodriguez, Lothar Motschenbacher and David Hobbs. The series attracted some of the best known manufacturers including Ford, Chevy, Ferrari, March, Lola, Chaparral, BRM, Porsche, Shadow and of course, McLaren.

The series was initially dominated by Lola, followed by a period in which after was known as the "Bruce and Denny Show, in which the Bruce McLaren Works team dominated the series till the early 1970's which then saw the Porsche 917 in the winner's circle. By the time the series came to an end, two names emerged and became road racing history- McLaren and Porsche.

The 1970 season began only a several days after the defending champion Bruce McLaren's death which occurred testing the new M8D car at the Goodwood track in England. The rear section came off at 170 MPH and the car lost control and flew into a Marshal stand killing Bruce McLaren. But the team wished to go on without their owner and raced the full 1970 season. Denny Hulme was joined by his friend Dan Gurney in the second McLaren car, but he



was replaced by Peter Gethin following sponsorship conflicts by the fourth race. Dan won the first two races and was 9th on third race of the season. The team overcame the loss of their leader and won 9 of 10 races during the 1970 season.

Now to the kit review.

First, this kit was originally release around 1971 and based on the McLaren M8D Can-Am car that raced and won the championship in 1970. Originally released by MPC as the high-winged M8B from the 1969 season, it was rebodied as an M8D which was known as the batmobile due to high rear side wings. The model I have was the rerelease back in 1998 by

Cont. on p 4

Kit Review *by Jim Boulukos*

Cont. from p 3

the ERTL company, owned by MPC and AMT at the time. The decals included were for Dennis Hulme's number 5 car but after twenty years were toast. Not a problem since I can buy Cam-Am aftermarket decals from a company called Indycal. I wanted to pay tribute to Dan Gurney, whom passed away earlier this year. He was born here on the Island in Port Jefferson before moving to the west coast as a teenager. Check out Wikipedia for more information on Dan Gurney, who did quite a bit over his lifetime.

I believe that 1998 was the last time the kit has been released. Its overall quality is from decades ago which was okay for its time, but not the case today.

This time the kit isn't molded in orange plastic, as was the original, but this time in a light gray molded plastic which is rather soft. The original kit box art that was recycled years later needed to have a small sticker added "Molded in Gray" on each kit to cover the original "Molded in Orange".

The two Chrome plated sprues just sucked and each piece had flash that needs removal. It was easier just to remove all the chrome plating from both sprues except for the wheels which were okay to use. I refinished all the chrome parts with Alclad II polished aluminum or chrome paint. All the kits sprues were out of register with two major seam lines on all the parts that needed to be addressed. There wasn't a single part that did not require extensive clean up. Several parts were just replaced with K & S aluminum tube sections and look better than



the plastic parts.

The body need to be cleaned up and seam lines removed. I opened all the rear scoops and added modifications to represent the car as it appeared when Dan Gurney drove it to victory at St. Jovita, Canada in June 1970. Then a little Tamiya white putty added to fill in a few sink-holes on the rear wing section. The body was primed with Tamiya white primer, then painted with four coats of Tamiya TS -56 Brilliant Orange spray paint right from the can. After

the body dried for 5 days it was polished out with wet and dry sand paper starting with 3200 grit to just 6000 grit to remove the orange peel. After Indycal decals were added on and then 6 coats of Mr. Hobby super clear gloss were added and polished out with the same wet and dry, but this time to 12,000 grit, then Meguiar's Scratch X and finally using Tamiya polishing compounds to get the prefect finish.

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The worst parts on this kit were the exhaust pipes that simply sucked and were rebuilt. The rear pipe section was replaced with K & S aluminum tubing. All three instrument gauges weren't used after removing the chrome plating finish because they were just bad. I made my own from aluminum tubes, plastic and added decals for the gauge dials.

Then, I added brake calipers to all four rotors from cut evergreen plastic since they weren't on the original kit. Not stopping there, I added fuel line plumbing and spark plug wiring to the engine, rebuilt the battery box and added both the black and red battery cables and a few other items to dress up the kit.

The windscreen was scratched and needed to be cleaned up and received a bath into a tub of future floor finish to make it clear again. I painted the black outside mounting frame rim and mini rivets.

The molded seat belts were removed and replaced with Studio 27 cloth belts and PE hardware to enhance the cockpit area.

Two plastic cooling pipes were replaced with aluminum tubing, again to improve the kit parts. I've tweaked or replaced several other parts including the four shocks absorbers with aluminum tubing and rolled wire for the springs. Right about now it's time for the wrap up on this build. I'm done fixing up the kit parts and have too many other projects on the bench.

Conclusion:

Not a bad kit for its time, but outdated by current standards. You can build it out of box after sanding and cleaning up all the kit parts and it will be fine. Add a few extras and it will stand up to some of today's kits. You can find these kits for sale with vendors at model shows or on E-bay.

I've build the Tamiya 1/16 scale McLaren M8A and this kit is a lot better. I also started the Accurate Miniatures 1/24 scale McLaren M8B which is more detailed and more accurate kit,

but a pain in the behind to build. Yeah, I know these are comparing apples to oranges, since they are different scale size models which were manufactured at different time periods, plus all are different versions of the McLaren Can-Am M8 series of cars. But given the choice, I would pick the Accurate Miniatures if I had to build one of the three. I would give this a 7 out of 10 score.

I should have this model fully completed on the display table at our April club meeting for your viewing.



Jim Boulukos



Cont. On p 6

Cont. from p 5

1/12 1951 Alfa Romeo Tipo 159M Grand Prix Racing Car

History – Alfa Romeo entered its first race in 1911 and has been completing ever since.

Today it's unthinkable that a 13-year-old Grand Prix car could still be winning races, but that was case with the legendary Alfa Romeo 158 Alfetta. The 1951 Alfa Romeo Tipo 159M is a reworked version of this car with some tweaks that I'll get into shortly.

Scuderia Ferrari, Alfa Romeo's official racing team, developed the car in 1937. When it burst on the race scene in 1938, the 1.5 liter eight-cylinder 158 won its debut race at Italy's Livorno track. World War II stopped all racing till 1950 and many of the old race cars were recycled in 1950 – the Formula 1 drivers' championship's first year, when Giuseppe "Nino" Farina took the title and the 158 won every race it competed in.

In 1951 the Tipo 159M debuted with it updated supercharged straight-eight-cylinder engine to produce around 420 HP at 9,300 RPM, but now just getting 1.5 miles to the gallon of 98.5% methanol race fuel. For this model, extra fuel tanks were added, rear suspension was changed out from a live straight axel to independent

De-Dion rear suspension and larger Pirelli size tires were added to rear only.

Juan Manual Fangio took the first driver's title in the Tipo 159M, the first of his five over his racing career. In those 13 years the 158/Tipo159M would win no fewer than 47 of the 54 Grand Prix races it ran in.

I'm building Juan Manual Fangio Number 22 car that won the 8th race in 1951, that was the Spanish Grand Prix only because I like the yellow and blue front nose paint scheme.

Now to the Kit review – This is part II of the above-mentioned kit build as I move down the road with the cleaning and test fitting of the many white metal parts together. In the last installment, I had spent about 30 hours in unboxing the kit parts into two plastic storage containers and in the MFH model box for each separate model sub-assembly for easier access later. I just bonded the two-part chassis frame together with J & B weld and painted with SEM gray metal primer spray paint after cleaning up the white metal frame.

Okay, now I'm up to about 100 hours total and starting to see some progress with this model. All the white metal parts are cleaned up, casting mold lines are removed, parts are all cleaned up and polished. I've completed a ton of drilling into all the white metal parts locator holes to epoxy glue later into their mating parts once I start with final assembly. I've cut most of the photo etch (PE) parts off the two sheets and

added them into my sub-assembly areas. You really need to separate the different car components into their own sections since the model has over 1000 parts and will help speed up the final assembly later.

I found that many metal parts were slightly out of shape when first taken out of the plastic bags. I've restored the shape by carefully bending the parts to what look right. You need to temporarily construct the kit sub- assemblies before applying any adhesive, so I'll be dry fitting and tweaking all the parts together for all the stages going forward.

This was true of instruction book for step 1 on the engine assembly which is mix of a 2-part engine resin block, lots of white metal parts, wires, hoses, rivets and mix of PE parts. Just the engine alone has 104 separate parts, which is more than many plastic kits have in total. Some sanding and filing was needed on the parts along with little bending to properly fit all the parts together before paint and gluing.

I cleaned and washed all the resin parts with Simply Green for the engine, transmission rear end assembly and all the body parts to remove the releasing agent before priming and adding color. I still had some fish eyes on the inside of the resin engine hood after priming, so I needed to sand down this area, rewash with Simply Green and toothbrush, then add a new coat of primer and color. Problem resolved!

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Cont. from p 6

Special Warning: The resin dust from sanding any resin model parts is very bad for one's health, so wear the proper mask to protect yourself. I usually kept the resin parts wet with water to eliminate most of the dust particles and wash the parts in the sink to get rid of the resin dust during the WIP phase

Okay, after all the engines parts were accounted for and cleaned up, parts drilled out and painted, it's time for assembly. I've completed most of the instruction with step 1 for the assembling the engine parts together along with its wiring and cooling systems. Now it's just pending being installed into the chassis frame. The supercharger will be installed after the engine is finally mounted and firewall is in place as per the instructions.

I've completed drilling out all mounting holes for the white metal parts that constitute the front and rear suspension and glued them all together with 2-part epoxy. The photo etch separate leaf springs for the front and rear were assembled and are ready to be installed into the chassis frame. The suspension sections have a ton of parts and detail which you do see.

All the white metal gas tank parts were cleaned up and polished and epoxied/glued together and are ready to attach to the chassis frame, the 2-part seat was primed and painted a light tan color, after some subtle weathering with darker paints. Then it will mount on the chassis frame in front of the rear gas tank. The actual car didn't have any seat belts, yeah this was 1951 and very

different world then. The drivers of that era preferred being thrown out of the car during a crash vs being stuck inside the car surrounded by gas tanks inside the driver's cockpit that would explode. Driver safety wasn't a consideration, nor was fan safety either. Just check out some old YouTube videos from that era.

The resin and white metal body parts were previously cleaned up, parts primed and then painted with 2 coats of yellow paint, sanded and then painted with final color of Italian Red spray paint using Tamiya TS-8 with 5 coats and polished out. Now just the decals need to be added, then clear coated and waxed. The inside of the body need some painting with an aluminum finish. Last, add the photo etch rivets and white metal parts to the body in order to check this step off as done.

Okay, now onto instruction sheets step 20 for building the wire wheels. Hey, what happen to steps 2 through 19? I'm working on them also, but I'm kind of like bouncing around and not following the kit instructions.

What was I thinking when I purchased this kit? The wire wheels look great, but they are ton of extra work. Yeah, worth it. Besides, my JETS football team suck this season, so I'm missing the end of the season games so I have a few extra hours to build.

MFH provides a metal wheel jig to mound both the rim and center hub in place, then you follow the 10 pictures in the instructions on hand lacing patterns for six separate groups of twelve spokes and nipples lacing each set clockwise from the

valve hole. Each wire wheel has 148 separate parts that need to either epoxied or Zap-A-Gap together. The center hub needs to be drilled out 72 separate times with a number 77 sized drill bit before placing it into the wheel jig and mounting the outside rim in the same jig. I started with the front wheels first, which each wheel has 72 spokes and 72 nipples which are installed following the kit's instruction in layers of 12 spokes & nipples following the pictures with their placement. You really need to ensure that they are in the correct holes. I did mess up and had to redo 7 spokes since I was one hole off on the first wheel. I initially used CA Zap-A-Gap to attach each wire spoke and nipple in place, then 2-part epoxy glue for the outside rim to ensure that the wire spokes weren't going anywhere and cut off the extra wire length ends so the tire would mound to the rims.

Build time for just the wheels - 17 hours total. The first wire wheel took 5 hours to complete and the other three wheels build times were reduced to 4 hours a wheel. In this kit, the front wheels have a different lace pattern from the rear. This wasn't fun since it started my learning process all over again from the front two wheels.

So, after about 100 hours of working on this kit, there's a lot of progress, but the devil is in the details with many more steps to tackle.

That's it for this session and more to come.

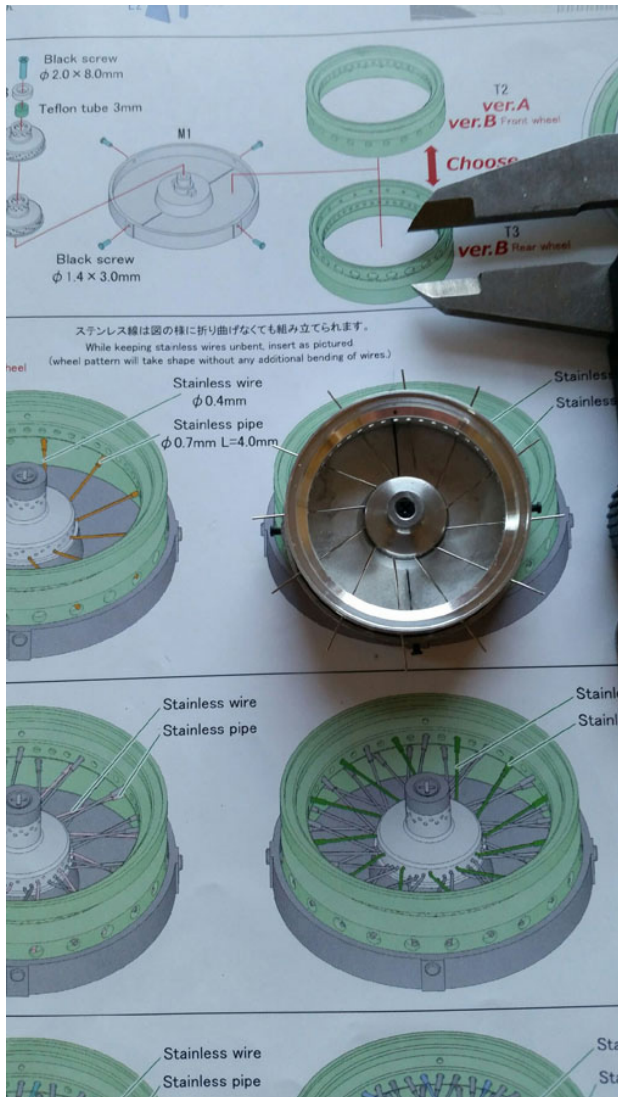
Jim Boulukos



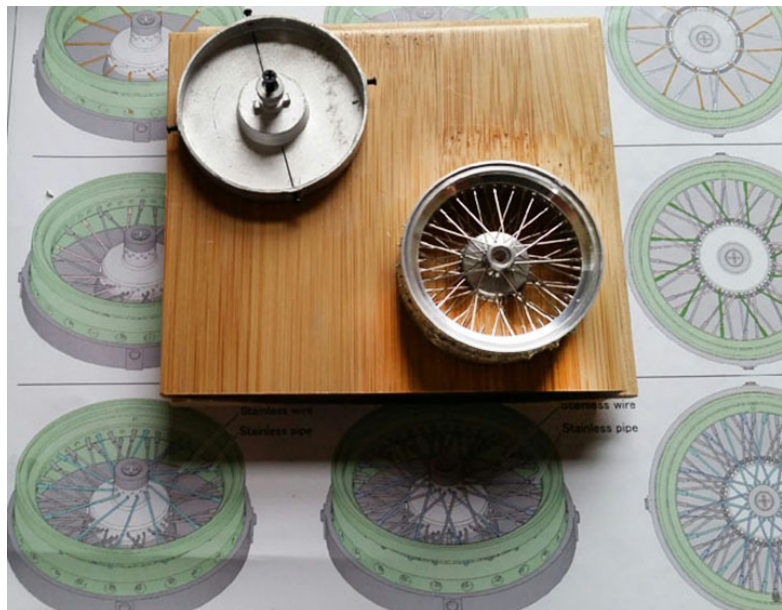
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Kit Review *by Jim Boulukos*

Cont. from p 7



To Lace a wire wheel.



Wire wheel and tool.



Steering wheel rims in different stages of painting wood grain.



Steering wheel parts.

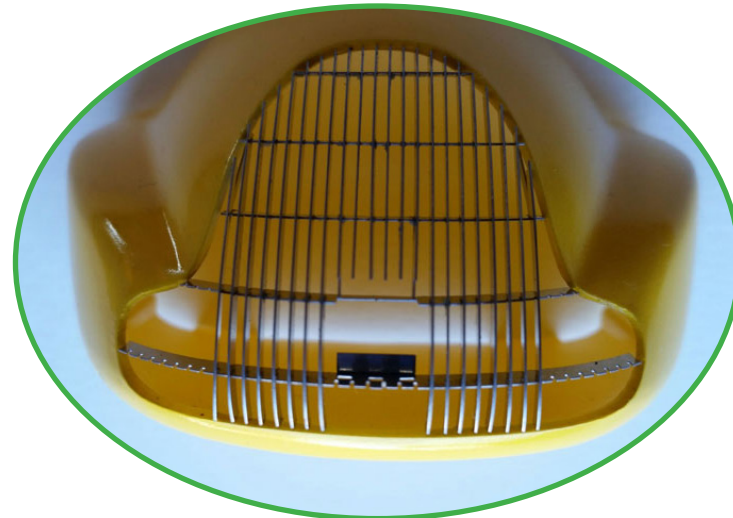
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Kit Review *by Jim Boulukos*

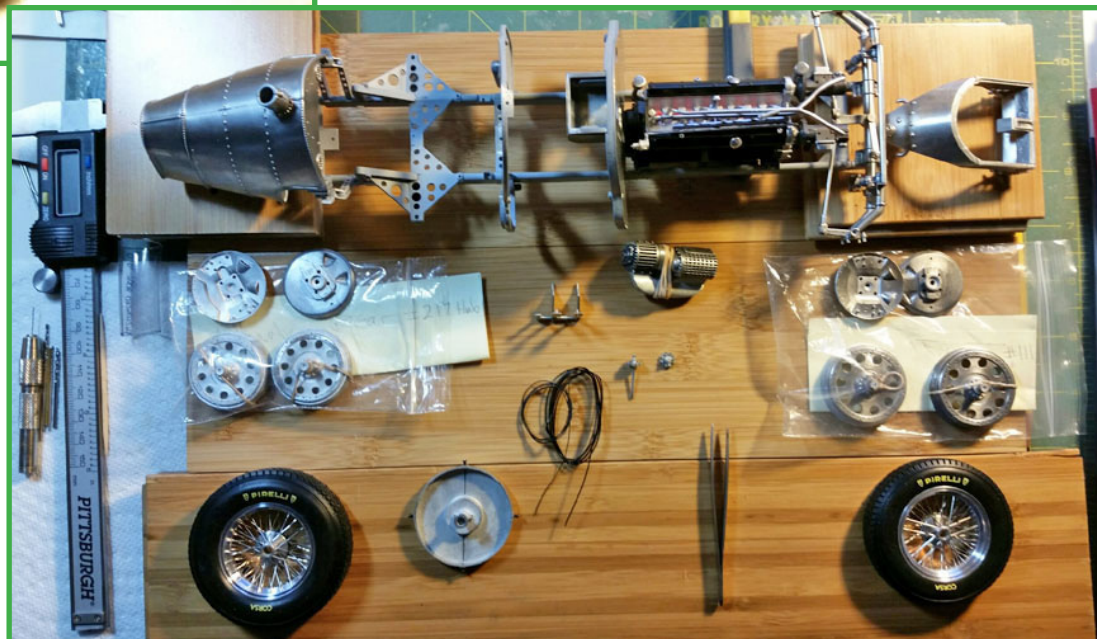
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Engine right side.



Nose piece with P. E grill.



Just some of the parts in process.

P-59 Airacomet

This photo essay focuses on the details and internal colors of the P-59B aircraft at the National Museum of the USAF outside Dayton, Ohio. The difference between the P-59A and B are the wing fuel tanks in the P-59B. These were incorporated to increase the range of the aircraft. Externally the only way to tell them apart are the fuel filler caps on the wings. All Photos by the author unless otherwise noted. The photographs were taken on January 25th, 1997 and April 23rd, 2008. The aircraft has been cosmetically restored many years ago. Some of the original paint is visible in the nose wheel well and several items in the cockpit are suspect; like the chrome seat frame, the interior green control column boot and the cream colored control column grip.



Ann G. Baumgartner
The first woman to pilot a jet powered aircraft.

Photo:
Smithsonian National Air and Space Museum



Left front view. Photo courtesy by David Menard.



The P-59 at the NMUSAF has been completely cosmetically restored. This top view of the cockpit shows the details. Note the Overall color is interior Green while the seat, headrest, and instrument panel are dull black. The seat frame, though, is chromed and the control column grip is cream colored.

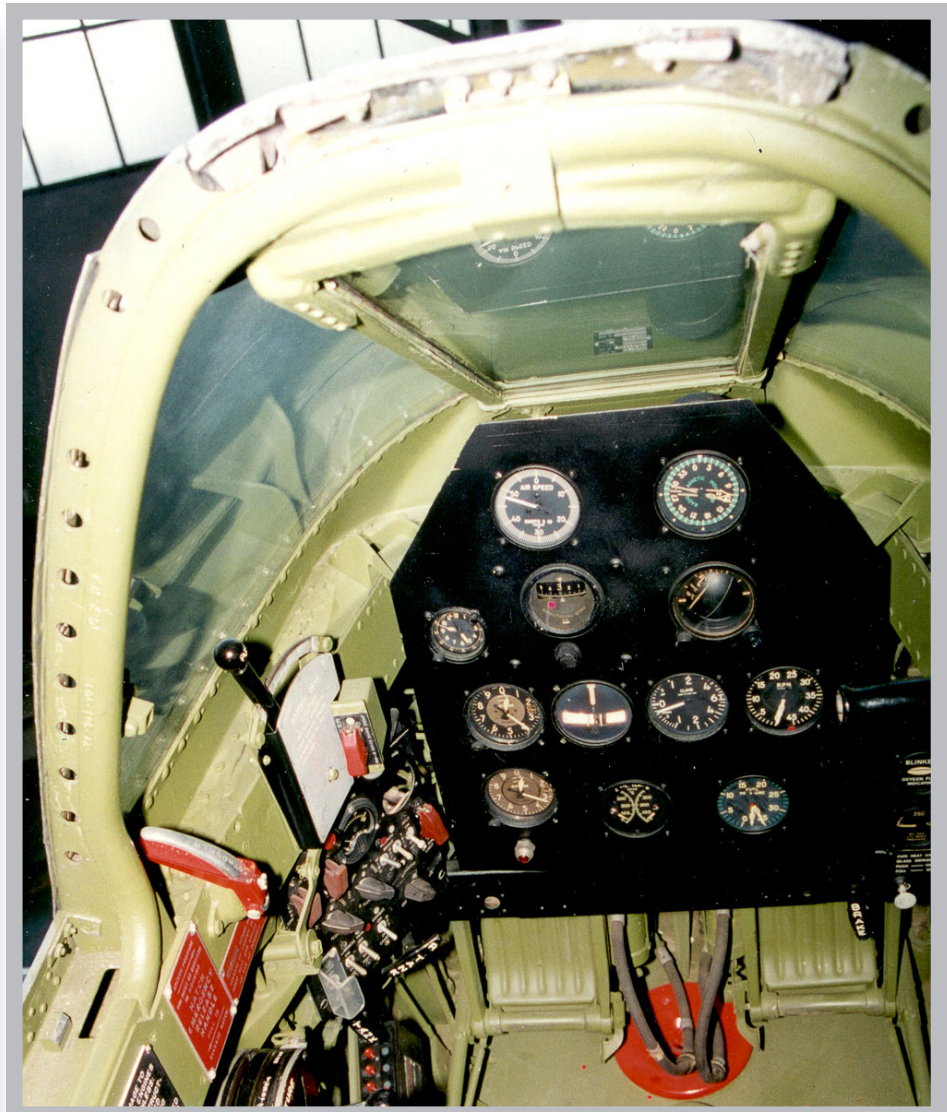
Cont. on p 8

Phoyo Essay *by Steve Muth*

Cont. from p 8



This right forward view shows the variously colored controls and such. Note the control column boot and wind-screen interior are painted Interior Green too.



The dull black instrument panel is a rather simple affair.

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The left sub panel is also dull black. Note the various colors of the placards and switch covers.



The engine face is a rather complicated affair.

Cont. on p 10

Phoyo Essay *by Steve Muth*

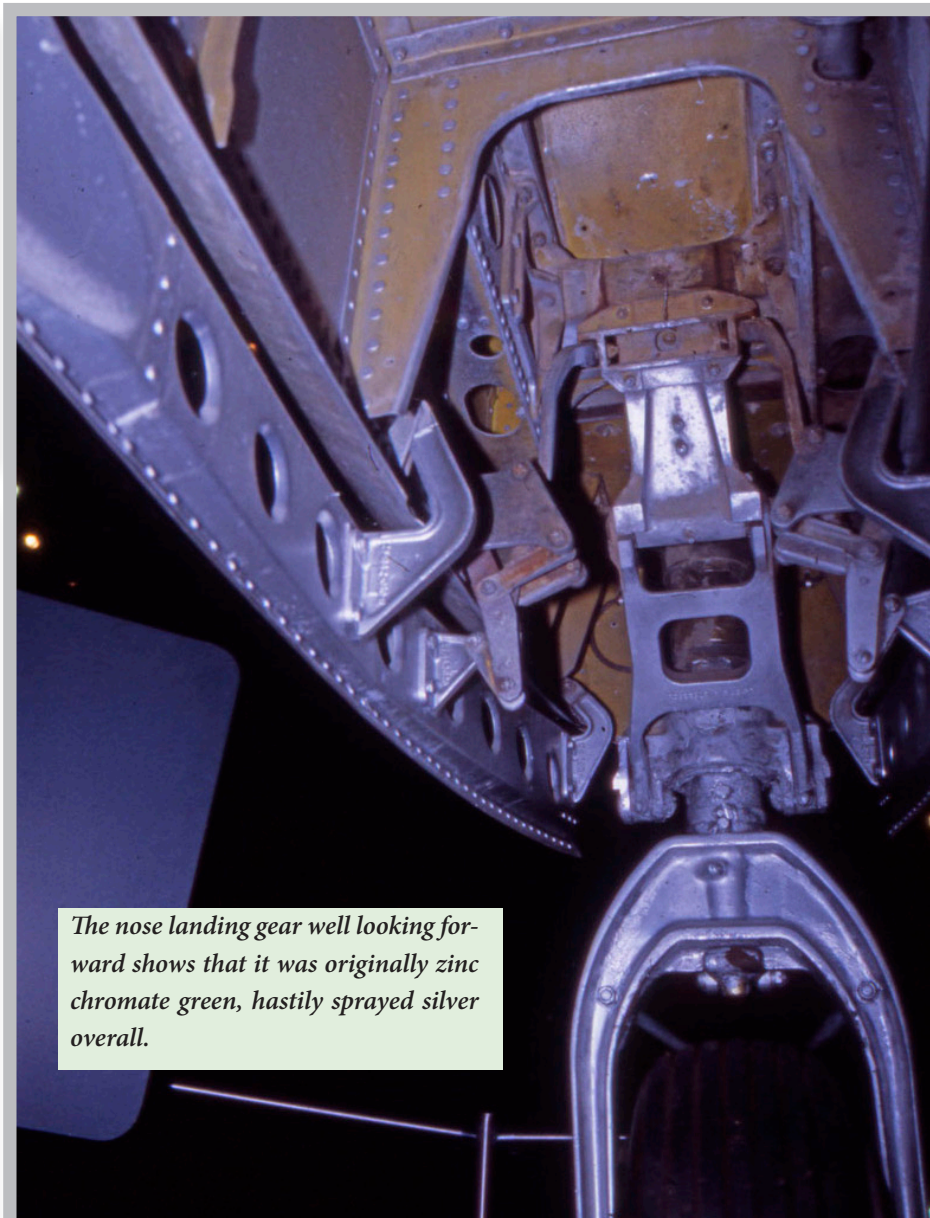
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This rear view into the canopy reveals the canopy interior to be Interior Green like the windscreen.



The nose wheel well looking aft. Slight patches of zinc chromate green are also visible here adjacent to the wheel recess.



The nose landing gear well looking forward shows that it was originally zinc chromate green, hastily sprayed silver overall.

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Cont. from p 10



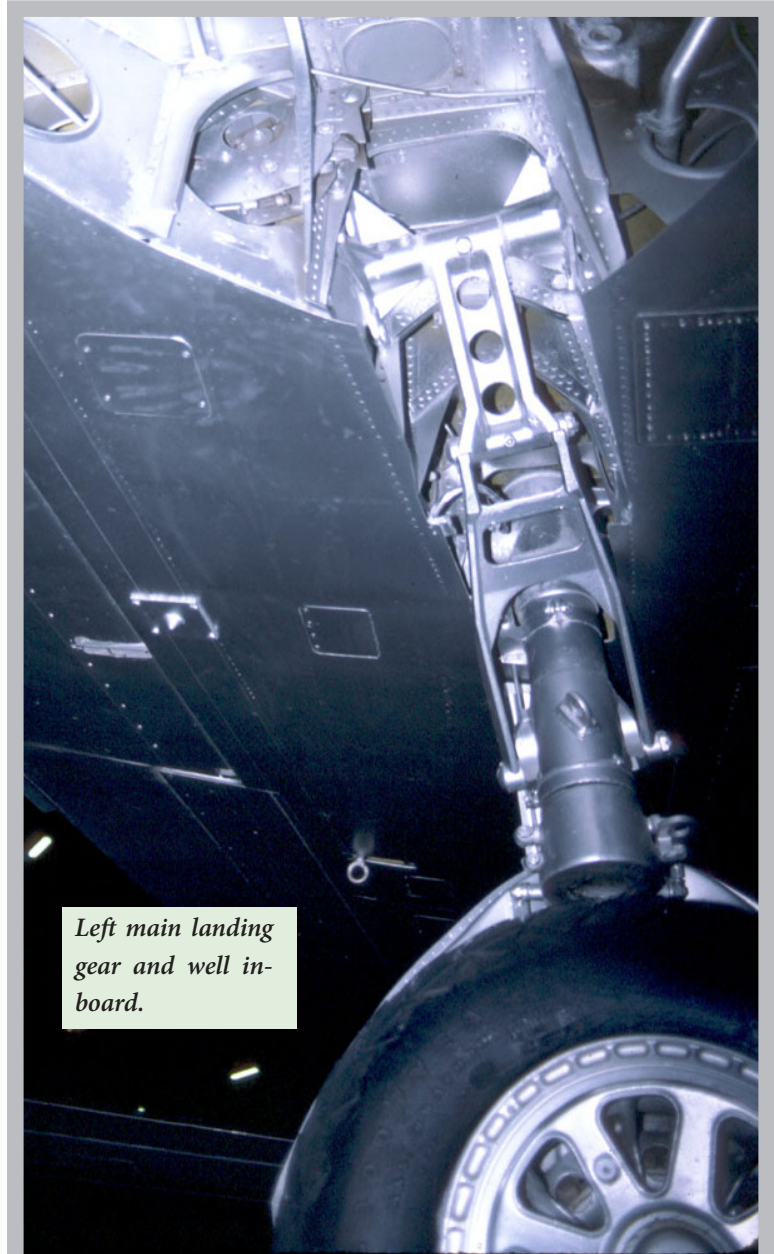
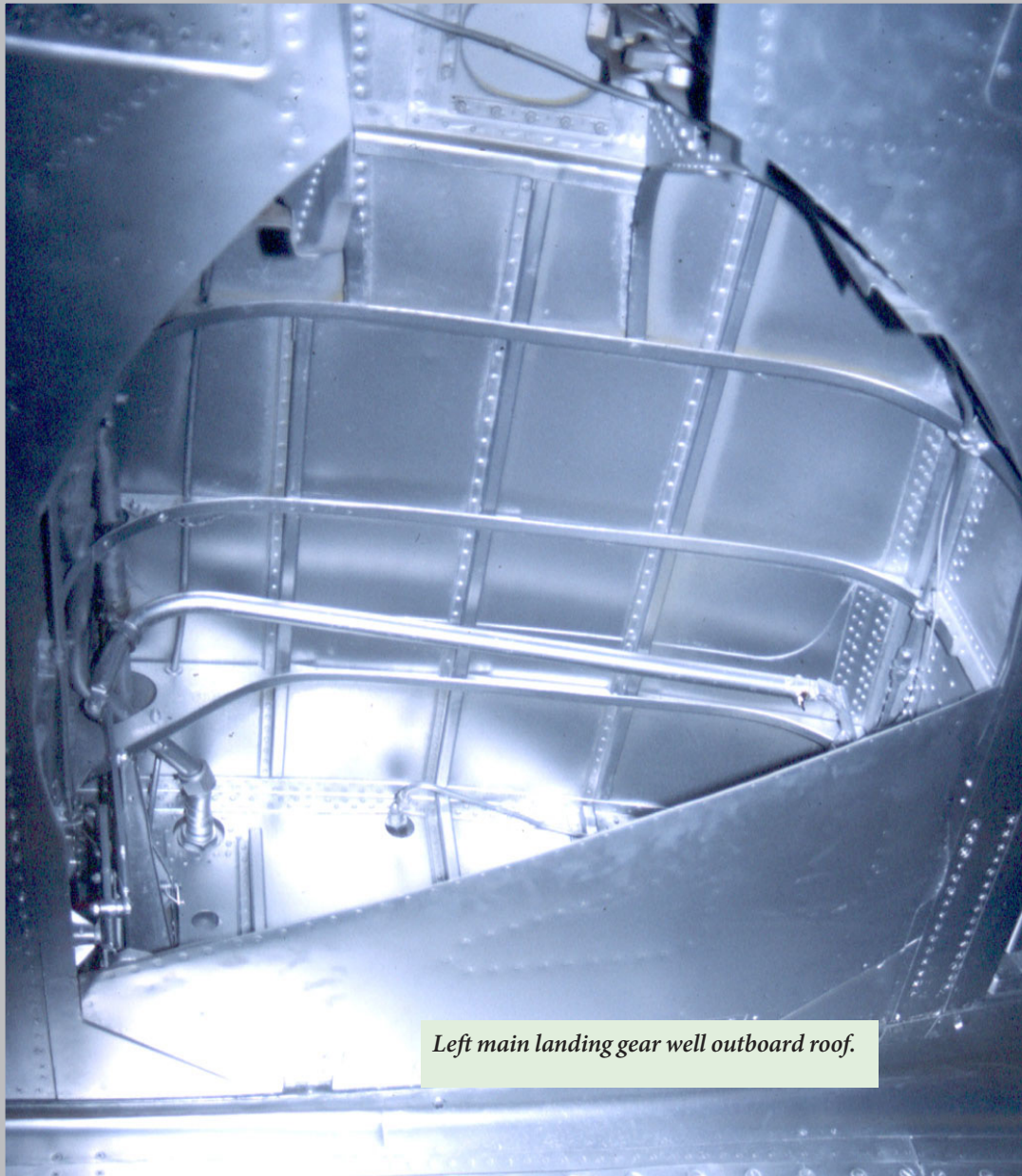
Right front view of the nose landing gear.



Left main landing gear inboard front view. Note the torque link points outboard.

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Cont. from p 11



Seen On The Table 3-19-2018 by Steve Muth

Well, we seem to have filled the room with models again! There were 21 models on the table this time. There were 2 aircraft, 7 Armor, 2 Figures, 1 Sci-Fi, 1 Ship, 1 Diorama, and 2 Vehicles/Cars. Lots of talent on display! Enjoy!



Joe Kruetz brought his Wing Nuts Wings 1/32 Fokker E.I (Early) and took 1st place in Aircraft.



Steve Martens took 1st in Dioramas with his 1/35 M-40 gun emplacement.



Joe Kruetz also brought his USS DeHaven that took 1st place in Ships.

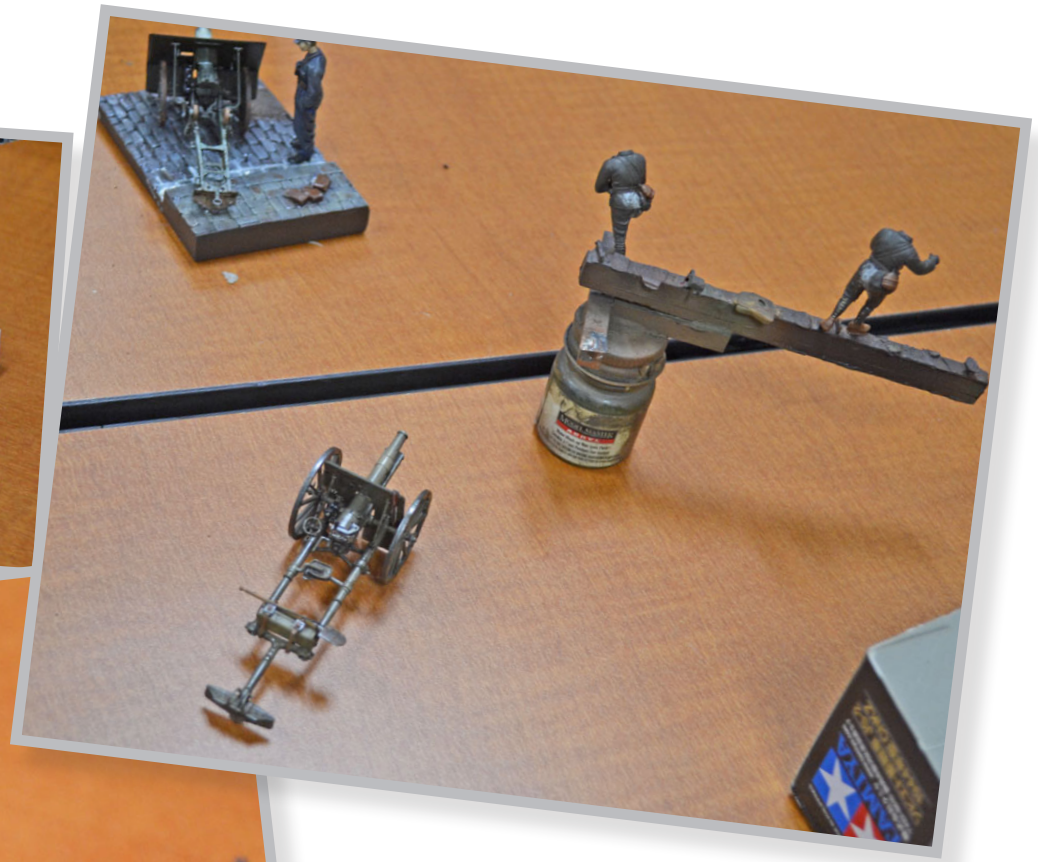
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Seen On The Table *2-12-2018 by Steve Muth*

Cont. from p 14



A 1/35 German tank work in process by Rob Riviezzo



Steve Andreano also brought some 1-35 work in process artillery pieces.

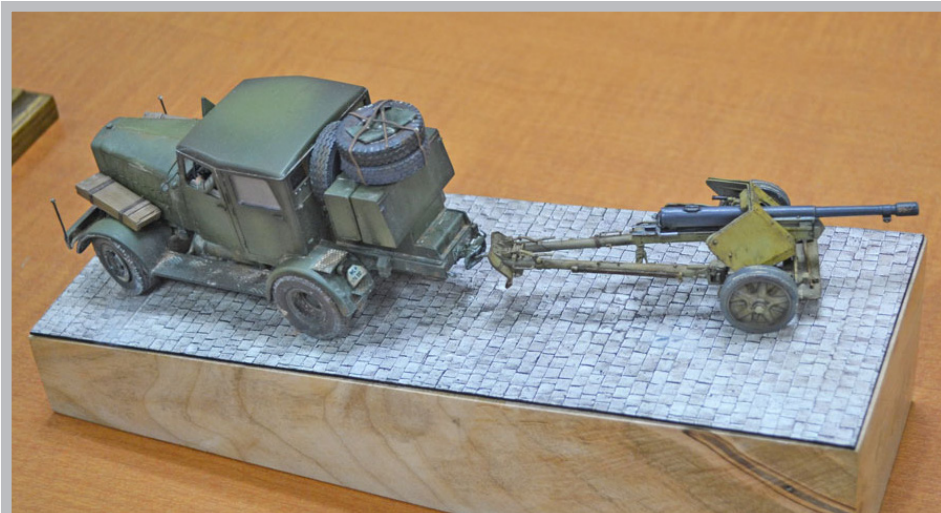


A close-up of one of Steve's guns.

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Seen On The Table *2-12-2018 by Steve Muth*

Cont. from p 15



1-35 Hannomag towing a gun.



1/35 Soviet ZIS-30 by Joe Yeager took 1st in Armor.



German operated T-34 by Joe Yeager.

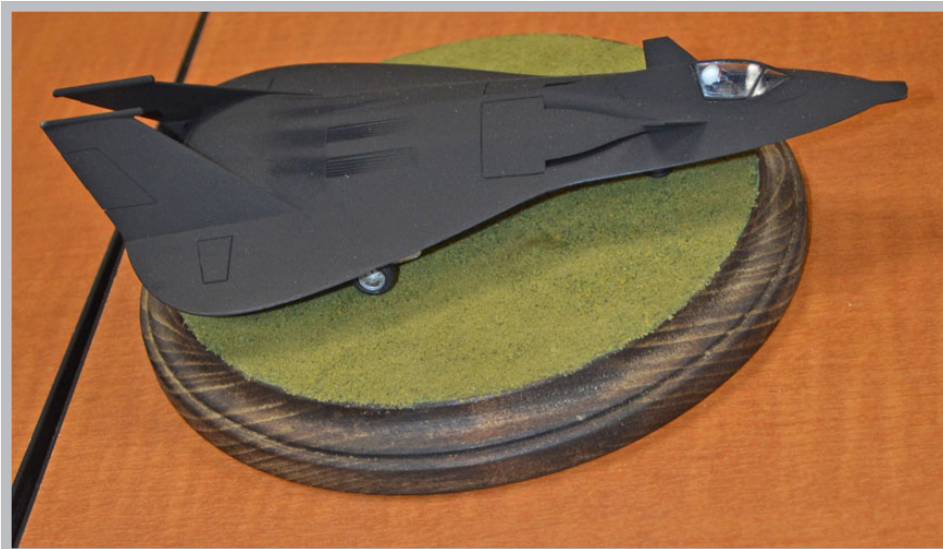


1/35 Dragon figure of a winter German soldier by Joe Yeager took 1st place in Figures.

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Seen On The Table 2-12-2018 by Steve Muth

Cont. from p 16



A fictional 1/72 F-19 Stealth Jet by Joe Yeager took 1st in Sci-Fi.



Commercial 1/2 track in 1/35 by Joe Yeager.



1/24 '34 Ford 5 window coupe by Steve Muth took 1st in Cars.



1/35 Israeli Shot't/Centurion in process by John Lam.

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54mm Valley Forge Drummer Boy by Rick Verriest.



1/72 Siemens-Schuckert D.III by Rick Verriest took 2nd in Aircraft.

Show Calendar Listing for 2018

See Bob DeMaio for details

Date/Day	Event & Location	Website
April 27-28 Fri-Sat	2018 Noreastcon 47 Museum of American Armor Round Swamp Rd. Bethpage, NY	http://www.lisms-ipms.org
Sept. 17 Sun	Patcon 2018 Hudson Elks Lodge 959 99 Park Street, Hudson, MA, 01749	www.ipmspatriot.org
Sept. 21-22 Fri-Sat	Armorcon Crown Plaza Danbury, CT 06810	http://calendar.ipmsusa3.org/event/armorcon-1
Oct. 20 Sat	HVHMG 28 Elks Lodge 29 Overocker Road Poughkeepsie, NY	http://www.hvhmg.com
Nov. 11 Sun	Baycon 2018 Elks Ha 326 Farnum Pike Smithfield, RI	http://www.ipmsbaycolony.com

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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



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- ☐ 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