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RED, WHITE & SPRUE

Volume 27 Number 1

★ LISMS Newsletter ★

January 2020





Next meeting date:
Monday, January 27, 2020
7:30 pm to 10 pm

Levittown Public Library
1 Bluegrass Lane, Levittown, NY

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In The Pilot Seat



Our next meeting will be Monday, January 27th. The Library is going through some construction and has been altering our schedule when necessary. Next month remember our meeting is also moved to the last Monday of the month due to President's Day. The library is always closed on National Holidays. There isn't an excuse to miss our meetings. Our website always has meeting dates posted several months in advance. At this meeting Ricky will be painting a 54mm figure face. It's close to 1/35th scale and should be helpful to most of us. Ricky does great figure face painting and has won awards for them. I'm looking forward to this clinic. We have several clinics planned for our meeting into the summer months. I will bring in club shirts for those new members who joined in the past months and didn't receive one.

We are in official winter mode and that means model building is in production. Owen will be taking pictures at our meetings and asking you to give him info like your name, Company kit, name of the kit and scale. If you

wish to give him more info it's okay and welcomed. The kit doesn't have to be finished.

Since our last newsletter I have been busy sending out and distributing our RepLIcon flyers. I sent out 100+ emails, 100+ snail mails to fellow hobby builders, and 120 vendor emails. Vendors are starting to respond. It's up to you members now to spread word and also try to spread the flyers. Spread word through Social Media like Facebook, Twitter, and ask websites to list our show.

I would like to bring attention to Diodump in the Netherlands for scenery builders. Two years ago I organized a club order, like Doug does for Black Friday, that gave us a discount for the large order. Last month I sent in an order for about \$80.00 and he still gave me 10% off so I don't feel we need to send in one large order. If you aren't aware of his items visit his website. I am amazed at the fine diorama scenery items: "<http://www.diodump.com>" Keep our hobby alive and well,

Bob



1957 Year BMW Isetta 250

Revell - No. 07030 - 1:16 Scale

Rated as a Level 3 kit Build



Instructions – 12X 8.5 inch sized 16-page full color instructions, with some 36 steps listing only Revell paint call outs, which I know will be a source of annoyance for many folks. I recommend that you use online references to source alternative colors from other paint companies.

Number of parts – 94 separate parts on five white plastic sprues for the all body and interior parts, one gray sprue for the floor, engine and suspension parts, one chrome sprue, two clear sprues for the windows and light lens, along with a bag with four tires plus a decal sheet which is printed in Italy. The comprehensive decal sheet includes seat patterns which are two checked rectangles, white walls for the tires. There's several number of plates for nine European countries, including the UK.



What is a BMW Isetta?

The BMW Isetta is a microcar that was produced under license by the Bayerische Motorenwerke between 1955 and 1962. The “Motocoupé” is based on a design from the Italian manufacturer *Iso Rivolta* and is known as a bubble car. *Isett*as typically had a door in the front and a single cylinder four-stroke engine in the back.

Cont. on p 4

Cont. from p 3

Taken from the BMW web site, the Isetta story:

Today, the *BMW Isetta* is a highly coveted vintage car that would probably be classified as a micro car now. But back in its day, the *Isetta* was a complete car. The little car from Munich combines a clever concept with understated charm. How it came to be is an interesting story that proves the old adage that necessity is indeed the mother of invention.

BMW was on the brink of bankruptcy in the mid-1950s. Motorcycle production was declining. Luxury vehicles like the 503 and the 507 were so expensive to produce that BMW suffered losses on these models. “So, the number one priority was to put a car into production that would make us money right away,” explains Axel Klinger-Köhnlein, an expert at BMW Group Classic.

BMW needed a new model – one that would not require a lot of development costs. BMW found its solution at the 1954 Turin Car Show. At the Iso Rivolta booth, an Italian maker of refrigerators and mini cars, there was a three-wheeled car with a huge door (which looked surprisingly like a refrigerator door) in the front. It was called the Iso Isetta. The BMW delegation acquired the licensing rights for the Isetta and for the production equipment as well.

First, BMW had to “refine” the motor and the chassis of the Italian bubble car, as Klinger-Köhnlein puts it. Even after it was modified by the BMW developers who were used to designing performance cars, the technical specifications seemed rather modest. At the start of production in 1955, the BMW Isetta 250 was redesigned to take a modified version of the 250 cc four-stroke engine from the R25 motorcycle. The single cylinder generated exactly 12 hp.

BMW kept the bubble car’s original Italian name: Isetta is the diminutive form of Iso. Contrary to what the name change might suggest, they added another tire so that the German car had four tires compared to the Italian’s three. In 1956, the Bavarian factory put out a version with higher performance - the BMW Isetta 300 with a 300-c.c. engine and 13 hp. Both versions could reach speeds of up to 53 mph (85 km/h).

The bubble car as a cult car

The BMW marketing department came up with the term “motocoupé” for the bubble car. In Germany, the Isetta was affectionately known as a “Knutschkugel” (cuddle coach). There was no better car for zipping around in a city or for short distances. Because it was 7.5 feet (2.28 m) long and weighed a mere 770 pounds (350 kg), it was more maneuverable than almost any other car. And two adult passengers could sit next to one another just like in a “regular” car. The Isetta was the only microcar where that was possible.

Since the door opens to the front and the steering wheel and steering column swing with it, it’s easy to get in and out. Luggage goes on the outside on a luggage rack that mounts onto the back. Buyers knew what they were getting: the Isetta was no mini sedan – it was a new kind of car. It was the right kind of car for the 1950s.

Not many changes were made to the Isetta while it was in production. The first series had a larger back window than the second, and the window that opened to the side was replaced by a sliding window. All Isettas had a canvas roof, like today’s sunroof. Not because of customer demand, but because an emergency exit was mandatory since you entered the car through a front door.

At only 2,550 German marks (about 1,450 US-dollars or 1,300 euros today), the Isetta was a car most people could afford. And Isetta drivers didn’t need an expensive car license, all they needed was a motorcycle license.

With 10,000 cars sold in the first year, the Isetta was found all over Germany and then later in other countries. Over the eight years it was in production, 161,728 Isettats were sold. Today, it remains one of the most successful one-cylinder cars in the world. When production stopped in 1962, the era of the bubble car came to an end. By that time, the standard of living had improved, and people wanted full-size cars.

Cont. on p 5



Cont. from p 4



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Now to the model build

The instructions cover 36 separate steps which are very clear and easy to follow during the build of this kit. I found the Revell of Germany kit parts perfect and they needed no putty or clean up to assemble.

I like the look of this kit very much, it's different along with being quirky, it's cute, so what's not to like. It's also 1/16 scale which is unusual for current auto releases. The completed kit in this scale is still smaller than a Revell 1/25 scale 2013 Boss Mustang.

It went together without any trouble. All my painting was done on the separate parts cut off the sprue first, before gluing the subassemblies together. The body was primed using Tamiya white primer, then a two-tone paint scheme was done the upper half painted with Tamiya Pure White TS – 26 spray paint out of the can with four coats. The body was masked so that the lower section could be painted using Gravity Paints (USA) using VW pacific blue paint color with my airbrush. Once the paint dried, the body was clear coated using Mr. Hobby Mr. Super clear with 5 coats. The clear was

Cont. on p 6

Kit Review *by Jim Boulukos*

Cont. from p 5

polished out after a week of drying out using Micro Mash sanding pads starting 3200- grit initially up till the 12,000-grit for the final sanding step using clean water and a drop or two of Dawn soap. After the body was polished out using Tamiya fine and finish polishing compounds. The last step was to apply Tamiya Modeling wax to car body to complete the process. The interior was painted with Vallejo paints including flat red, flat white and light gray for the canvas sunroof. The engine and suspension parts were painted with Vallejo primer black, various Testors Model Masters metallizer paints and Alclad II chrome paint for the racks and trim sections.

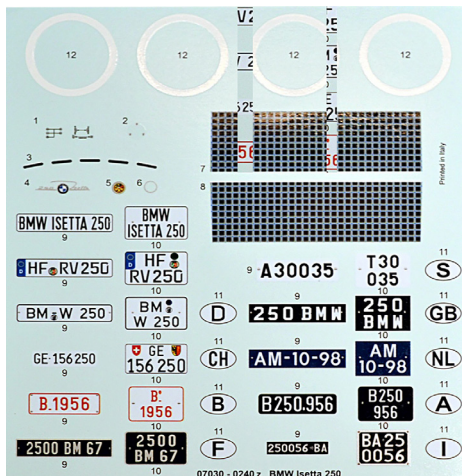
The decals were user-friendly and fit without any problems, but I did use a little Tamiya Mark Fit Decal Solution.

The door is designed to snap onto the hinges as a working feature, but I'd suggest you don't open and shut it more than a few times before a breakage occurs. The front wheels are designed to be steerable, although there's no linkage to the steering wheel, these at least look a little more robust and it means you can pose the model with a little lock on. At this scale, super detailers could really go to town if they wished, but out of the box you should end up with a highly detailed model in any case. My build was out of the box.

I agree with the 3-level build on this kit as it's easy to assemble. The engine and suspension detail were on the light side, but who cares, since the rest of the kit was well engineered and had good detail. But, by painting a two-tone paint scheme, then masking off the body to add the chrome paint to the trim and rear rack brackets, this

kit should be done by an advanced builder. The only issue that I had was due to all the paint build up after few white primer coats, then several coats of color, finished with five clear coats last. All the car body holes for the lights, license plates, door handle, mirror and chrome bumpers need to all be reamed out before the parts could be glued onto the body. Yeah, without chipping the paint finish, which did happen and required some minor touch up here and there. The paint build-up was on me, not the kit. Over all, I do I recommend this kit! You will see the completed model at the January 27, 2020 club meeting.

BTW- I purchased this kit for twenty dollars from an estate sale and hope that husband is smiling up in skies that his kit was built.





1. An EA-3d of VAP61-3 landing on a carrier. Photo via Eric Goldschraf.



2. An EA-3D somewhere off the Vietnam coast. Photo via Eric Goldschraf.



3. An A3D-2 at the new England Air Museum in Connecticut.



4. Right front view of the same A3D-2 as in photo 3.

Cont. on p 8

Cont. from p 7



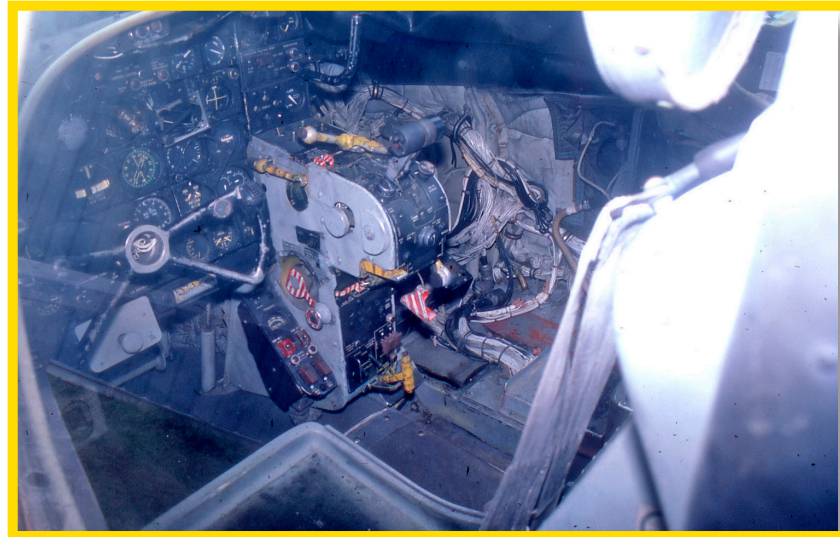
5. An A3D Spotted on the deck of the USS Forrestal. Photo by Larry Kinsey.



6. Left front windscreen with windshield wiper.



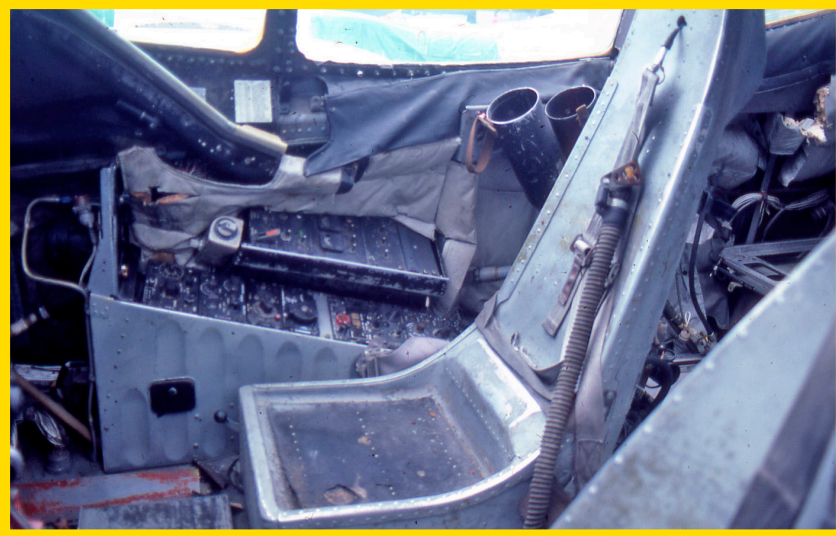
7. Left aft canopy.



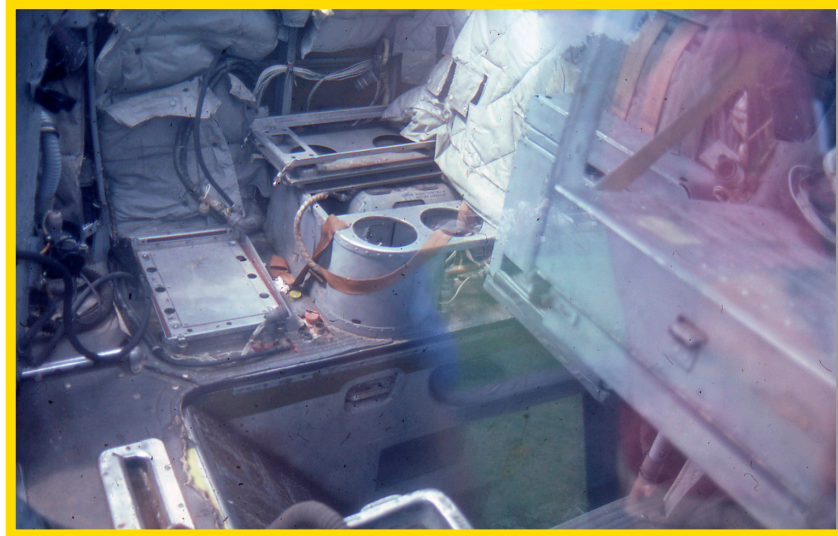
8. Cockpit left instrument panel and center console.

Cont. on p 9

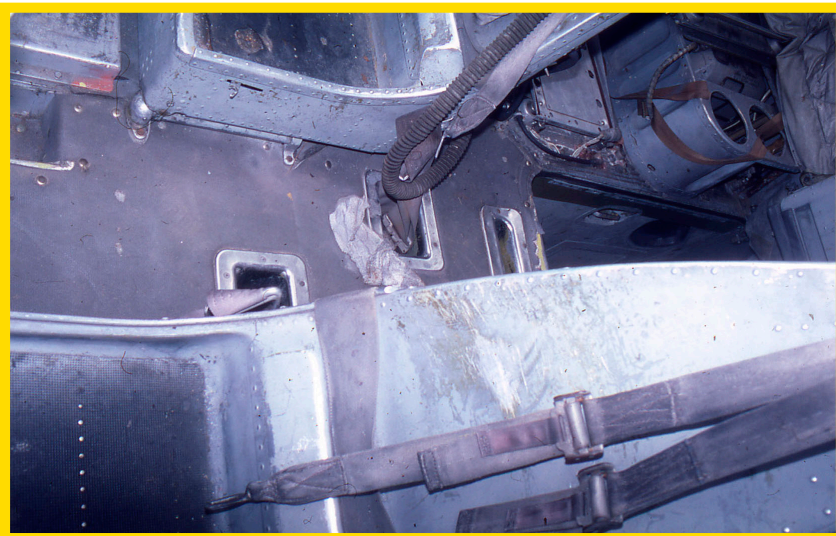
Cont. from p 8



9. Cockpit right side console and seat.



10. Behind the pilot's seat.



12. Cockpit floor between the seats. Note the pilot and copilot seats are staggered.



13. Another view of the floor.

Models on the Club Table



Diorama by Gary Morgan.



2019 Holiday Party *by Robert DeMaio*



Let us eat cake!

*Plenty of food for the party
with Server Megan*



Waiting for the food

*Happy
New Year*

2019 Holiday Party *by Robert DeMaio*



Chatting after table setup & waiting for the food



Food is served



Food was great

Show Calendar Listing for 2020

See Bob DeMaio for details

Date/Day	Event & Location	Website
March 28 Sat	RepLIcon 30 Freeport Recreation Center 130 E. Merrick Rd, Freeport, NY	www.lisms-ipms.org
April 4 Sat	Mosquitocon 1 Pal Drive Wayne, NJ	www.njipms.org
April 4 Sun	Downeastcon Saco Middle School 40 Buxton Road, Saco, ME, 04072	www.njipms.org
April 5 Sun	Buffcon 37 Justin & Columbus Hall 2735 Union Rd., Cheektowaga, NY, 14227	www.njipms.org
May 1-2 Fri-Sat	Noreastcon 49 Quality Inn & Suites, 8250 Park Rd. Batavia, NY 14020 https://www.facebook.com/Noreastcon49/	
Sept 12 Sun	Patcon 2020 Hudson Elks Lodge 959 99 Park Street, Hudson, MA, 01749	www.ipmspatriot.org
Sept. 18-19 Fri-Sat	Armorcon Crown Plaza, Danbury, CT 06810 http://calendar.ipmsusa3.org/event/armorcon-1	

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www.alsandtoyandsoldier.com

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

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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.

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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.

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☐ Master Card



☐ Visa



☐ Discover

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Name:

Number:



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