



MADDOG MONTHLY

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Curt Vanderhoort Memorial Auto Contest



July 2007

Calendar Of Events:

July CVMAC
August Science Fiction
September ... Model of the Month
October Korean Police Action
November ... Model of the Month
December Christmas Show?

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Meeting Minutes for June 2007

This month theme was “fast women” the following models were entered;

Tom Gloeckle 1/24 Mercedez CLK from Tamiya with aftermarked decals.



Don Vandervoort “lucy” with a cave bear. Both figures were sculpted by Don.



Ian Robertson 1/48 Tamiya P-51 with the appropriate Aeromaster decals.

Ian Robertson 1/48 Accurate Miniature B 25G.



Darrin Bringham 1/48 Hasegawa P51 D in natural finish.



Marshall Sanders 1/72 Heller P 39D



Bill Speece 1/350 DML attack sub.
(no photo available)

John Thirion 1/12 Solarwind figure of a female vampire.
The winner was John the the female vampire.
(no photo available)

The model of the month brought us 7 entries.

Herb Arnold 1/72 FW 187 from Karo As , only a dozen of those aircrafts were build.



Tom Vogt 1/25 AMT/ERTL 95 Blazer.



Teri Falk 1/72 YF12 Blackbird from Revell.
The winner was Herb with his FW 187.



Philip Pirie 1/25 Monogram "Tigershark".



Ian presented some of his "in progress" models. They include a 1/32 Thunderbolt, a Zero, and a Typhoon by MDC. Bill Speece brought a 1/192 USS Philadelphia, a sub model by D&E. Tim Bradley from Seattle was visiting his old club and brought us some great insight on the decal business and show us some of those decals that he helped design.

We had two new members, Cameron and Gunner Severts. Both model 1/48 WWII prop aircrafts. They plan to model over 14 P51 from the 6th Air Force, using the ICM kit. Welcome Cameron and Gunner.

Tom Vogt 1/25 Revell Chevy SS
(no photo available)

Teri Falk 1/72 Morane Saulnier a Revell kit.
(no photo Available)

Brian Geiger 1/48 Academy P47 Razorback build by a Seattle modeler.



NOT YOUR FATHERS OLDSMOBILE PART 2 AURORA'S 1/16 scale 1904 CURVED DASH OLDS

By Bill Speece

Well, this car was not even your grandfather's Olds. At the turn of the century, the concept of the automobile had yet to gain a foothold. Many people thought this new fangled, noisy, unreliable, invention could never replace the horse. But, Ransom E. Olds developed a Curved Dash Runabout that would start the move to today's car-oriented society. The CDO is a popular collector vehicle because they are historically very significant, pleasing to look at, a very good touring car, and giving years of operation with little or no maintenance.

In 1901, disaster struck the factory and only one prototype vehicle was saved from a fire that consumed everything. Needing to get his buggy into production as quickly as possible, Olds promoted and competed his vehicle against a horse instead of another car. The Runabout was touted as a practical automobile that will do the work of six horses at an average cost of \$35 a year, instead of \$180 for a horse. This and other extravagant marketing ideas allowed sales to take off. The first models sold over 2500 units in 1902, and 5508 cars were produced in 1904 at a selling cost of \$650. By 1907, about 20,000 vehicles were produced before the design became old fashioned. To achieve these outstanding numbers, the Curved Dash was the first mass produced vehicle completed on an assemble line and the first manufactured by outsourcing parts for production.

Aurora had reissued the 1904 Olds model 6c in 1974 under the American Classic series. This kit was a Christmas present from my grandmother and when I was about 12 and it has always stuck in my mind that she had given it to me. Except for the obligatory clothing, I don't really recall other gifts she gave. I built it straight from the box using tube glue and a spray can. Considering the times, it didn't look to bad, but as the years went by the kit didn't keep its place on the shelf and went into storage. Awhile back, I found a book that had a 1904 Oldsmobile on the front cover. Then, on a trip to Reno, I had an opportunity to visit Harrah's Automobile museum. I was amazed (what an understatement) at all these pristine pieces of history. There is a 1902 Olds on display. The Auto Museum in Deer Lodge Montana has a great example there also. After a few delays I am finally refinishing the kit.

As most of you know, Aurora's kits were a bit simplified, so it was relatively easy to disassemble the parts. I still had the old instruction sheet after some 30 years. After studying the kit, I thought it fairly accurate

in shape and detail for it's time. All the gluing edges where sanded smooth and redone with super glue. The original paint was wet sanded off and all the main body seams were filled along with many mold depression. The seven horsepower one stroke motor's seams were filled in and painted metallic black. It is not very visible on the model so nothing special was done to it. The flywheel was painted light brown. I eventually wanted a luggage platform for my car so I cut a .030" sheet styrene the same size as the rear deck. Once completed, with a bit of rescribing and added details, I primed the body for painting.

Like all other cars of this era, the original color was black. However, I wanted a green/blue shade adding color to the traditional black fenders and frame. I airbrushed Humbrol when I came up with a color I liked. Now, if someone can figure how to effectively remove paint out of a stupid tin cup, let me know. After letting the body to sit in the sun for a while to accelerate the cure time, I lightly sanded the paint and then applied a coating of Future. The floor plate was painted dark gray and I replicated the motor cover behind the driver's legs with a sheet of crinkled aluminum foil.

The leaf spring suspension was intact but fragile; being careful not to break off anything was a bit touchy. There are ejector release marks on the side of the leaf springs, so I cut some plastic strip to cover over them. I decided to add the simple missing support frame. This of course necessitated a rebuild of the leaf spring shaft that I covered in foil. Photos that I found of the radiator showed beefier coils than depicted in the kit, so I cut a bass guitar (not to be confused with bass fishing) string to length and rebuilt the assembly. I also refined the muffler and other small parts. A few tie rods where broken and replaced, and everything was simply hand brushed gloss black.

The molded plastic seat and back cushions look too static to me. I wanted to give them more life. Taking some aluminum foil, I embossed the seats to make a mold. Then I gave the foil some animation by slightly bending it to look used. Mixing Alumilite resin, I made copies, and then painted them rust brown and leather color. The white vinyl tires collected a lot of 'gunk' over the years; but fine grit sandpaper brought pristine life to them. Model companies cannot mold very thin fenders, so I sanded them down considerably and add half round strips to recreate the detail. I also had to remake all their support arms. Lastly, all the armrest and entry steps were redone. After all is said and done, new life for an old model kit. Try it, we all have old kits that need brought up to today's standards.

The Scuttlebutt.

In a previous newsletter, I mentioned that Trumpeter would be releasing a 1/200 Arizona. This model will be available in the US in November. It is a styrene kit not an RC kit. But at this scale it would be possible to have it ready for RC mode. Another Chinese company has released a 1/200 New Jersey which is planned as a RC kit with a fiberglass hull, it is over 4 ½ feet long!

On a smaller scale it is believed that Aoshima is working on a 1/350 Soryu (WWII Japanese carrier sunk at Midway) it would be the first Japanese aircraft carrier released in 1/350 scale.

Also we are still waiting for the US release of the Italaeri S boat.

Anyone who get the Squadron flyer will have noticed that the Tamiya I-400 is now available.

Alanger, a Russian company that makes 1/350 Russian submarines, is now available from Pacific Front.

Presidents Letter

Happy steamy month of July! I didn't think I'd ever say that! Hope everyone survived the fourth without sunburn and all fingers and toes in place.

This month is the annual Kurt Vandervoort Memorial, which encompasses all things wheeled, i.e. cars, trucks, motorcycles, mopeds, skateboards, and appliance dollies. Well, maybe not appliance dollies, but you get the point. This is probably the toughest time of year to build with everything going on like vacations, yard work, and family gatherings but I'm sure that some of you still get some plastic building in to escape the heat.

Next month is Science Fiction, so hopefully some of us will boldly go where we might have never gone before, or merely thought about it before a nap. I hope to have my model done for this before any more parts of the kit head down a temporal distortion in the floor.

On a more serious note, I wish all our members who work for Micron well and hope they have dodged the bullet for this round. My thoughts are with you.

Don't really have that much else to say other than we'll see you at the meeting!