



One Helluva Show!

By Club President Paul Anagnostopoulos

Well, another Classic Plastic model show has come and gone, much to the delight of everyone who attended. The show went quite smoothly and everyone had a great time. There were about 300 models on the tables and some of the classes were difficult to judge.

May I offer a hearty “thank-you” to everyone who pitched in to put on our show. Club members showed up at 5:30 on Sunday morning and helped with the clean-up that was in progress. By 6:00 we were arranging tables, hoisting the model display tables up on their leg extenders and laying down the paper, organizing the trophies on their tables, setting up the raffle tables, and putting together the registration area. Thanks to all who did the heavy lifting.

Special thanks go to Heather Hanscom for her help at the registration desk...and to Pete Wisniewski for taking all the photographs of the model entries and providing award logo stickers...and to John Davison for dealing with the vendors...and to Dave Perkins for lending his voice to the show... and to Peter Patalano and Paul Yergeau for hours spent at the raffle table...and to all the judges who did a thorough and efficient job of judging. The Club Challenge class was judged by our friends from the Town of Newburgh Model Car Club. And finally, thanks to my fellow officers Art Paquin, Tim Rhine, and Joe Baril for their unflinching help with organizing the show. I didn't do much of anything.

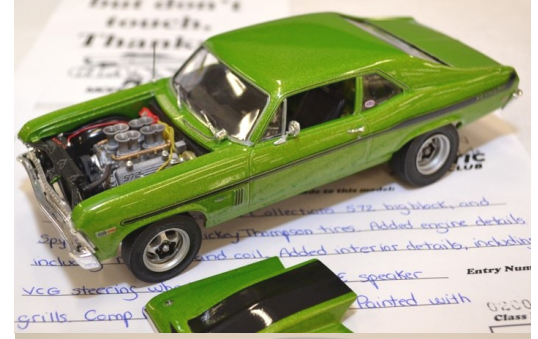
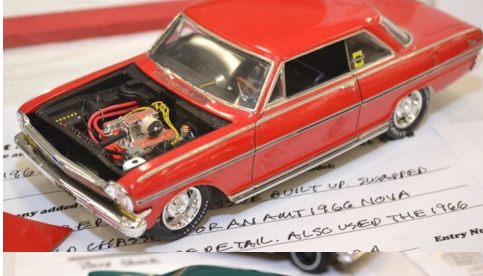
Our 2024 show will be held on October 6, same time, same place. The theme is Mustang vs. GTO: The 60th Anniversary, while the sub-theme is The British Invasion. We haven't chosen the Club Challenge yet, although it has been suggested that we build Ford trucks to honor Bill Murphy, who sadly passed away in late September.

All in all, it was a fantastic effort and a wonderful show. Mark your calendar for October 6, 2024. Meanwhile, take care and keep on building! Paul



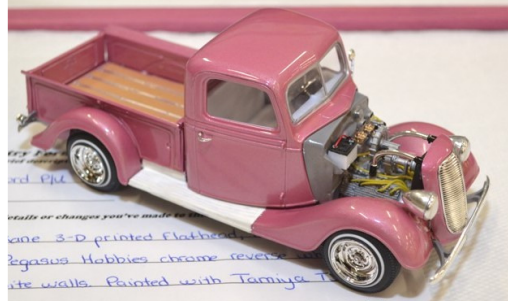
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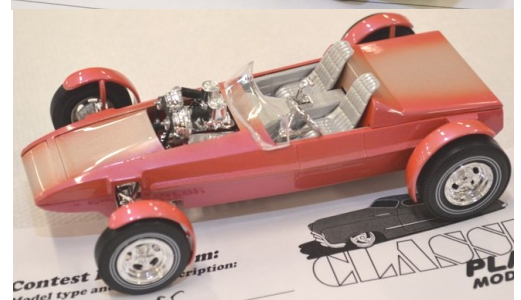
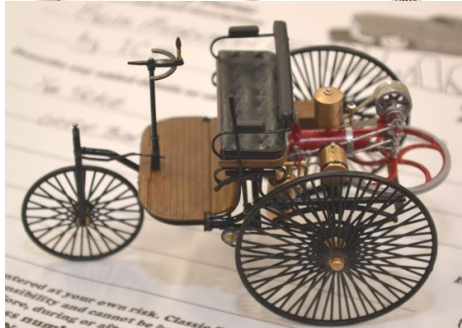
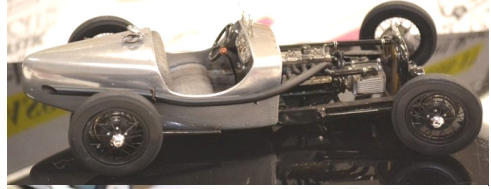
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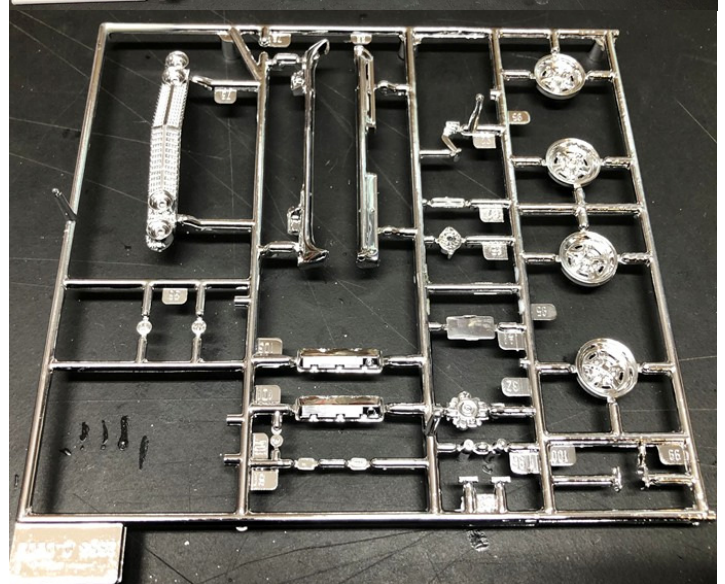
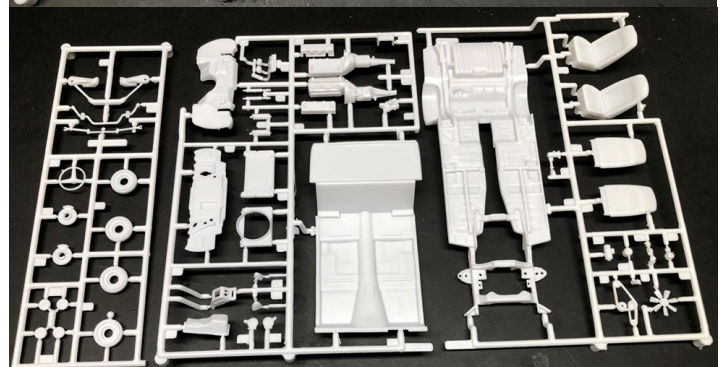
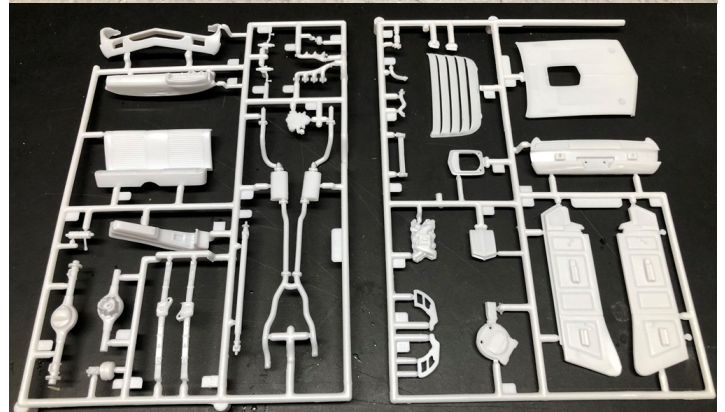
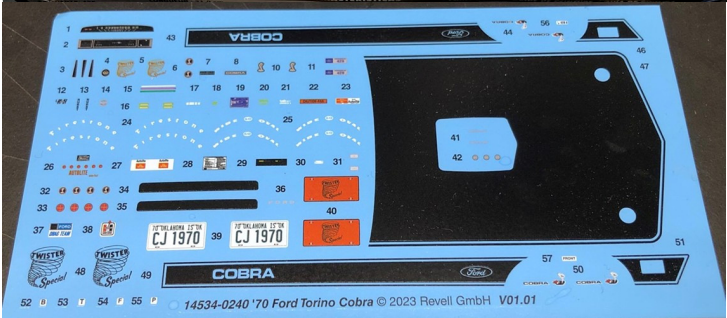
Kit Review: '70 Torino Cobra

by Jason Hanscom

The subject of this open box review is the Revell '70 Ford Torino Cobra. This is a skill level 4 kit, in 1/25 scale. It's has 128 parts, and is molded in white. The kit comes with the 429 Cobra Jet engine, shaker hood scoop, and optional rear window louvers. The sprues in this kit are molded with minimal flash, and the kit has excellent detail.

In my opinion, Revell continues to prove they produce some of the nicest model kits on the market today with this kit!

Until next time, keep having fun at the bench!!
Jason





PatCon 2023 show review

by Tim Rhine

On Sunday October 1st I made the drive, along with Paul Paradis, to Hudson MA for the IPMS Patriot Chapter's PatCon 2023 model show. As they are an IPMS club you can generally expect that not a lot of automotive kits will be entered.

Paul and I met at 7:00 am at the park-and-ride lot just off of Dascomb Road and traveled just 45 minutes arriving just before 8:00 am. The show organizers were still setting up when we got there.

I went to this show last year for the first time and enjoyed it. This year it seemed not as good, and for a few reasons.

First, no food truck and no food available on the property. It's a long day with no food available.

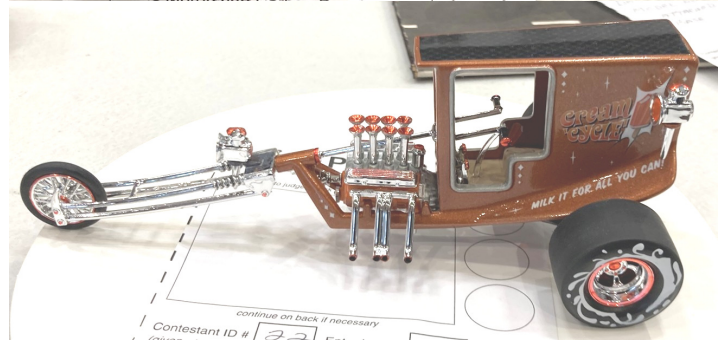
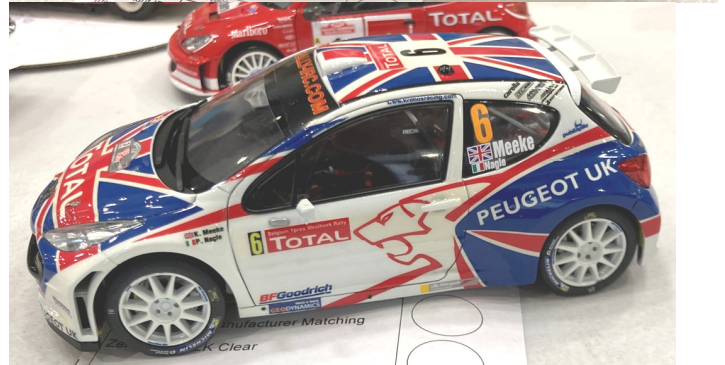
Second, they seemed to be more unorganized than they were last year. I was told, in their defense, that Hudson Elks Hall management was really giving them a 'hard time', which is not good. I would venture a guess that this show will have a new location for next year.

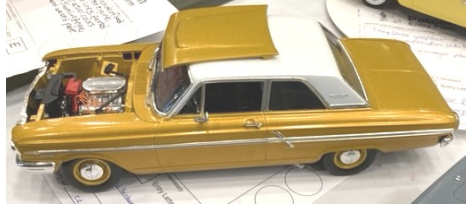
Show vendors, as is usual at most IPMS shows, offered mostly military kits and supplies.

There weren't a lot of Classic Plastic members in attendance and that surprised me as last year there were a lot of us. Club members in attendance (awards won at the show in parentheses) were: Mike Freitas, Tim Rhine (seven awards) Linda Follensbee and Ru Crummett (six awards), Paul Paradis (one award), Marcos Fernandez Nanita, Pat Wilkins (three awards) and Mac Johnston (three awards).

Congratulations to all the winners for your fabulous builds! It was a long day but, as always, it was great talking with fellow club members and friends.

Here are some pictures to enjoy from the show. Until the next show, happy building and be safe. Tim







1955 Chrysler 300 Concept

by Pat Wilkins

When Moebius came out with their 1955 Chrysler 300, I had an idea – **What If**... Virgil Exner tailored a sibling to his new design as a Sport Coupe to compete directly with the new Ford Thunderbird? The T-bird was a ‘luxury sport’ two seater which would have been a good target for Exner. I don’t have PhotoShop or other photo manipulation programs, so I decided to go online to find suitable side shots of a 300 to mark up by hand.

I found a side photo of a white one that I could print out and mark with cuts where I would adapt to what was needed. The print was cut into pieces and taped back together as ‘proof-of-concept’ and it worked quite well. It also showed where additional work would be necessary.

To make the model more like what I wanted, it would need to be smaller and sleeker, with a performance engine, which the model already had in the form of the dual quad 331CI FirePower Hemi.

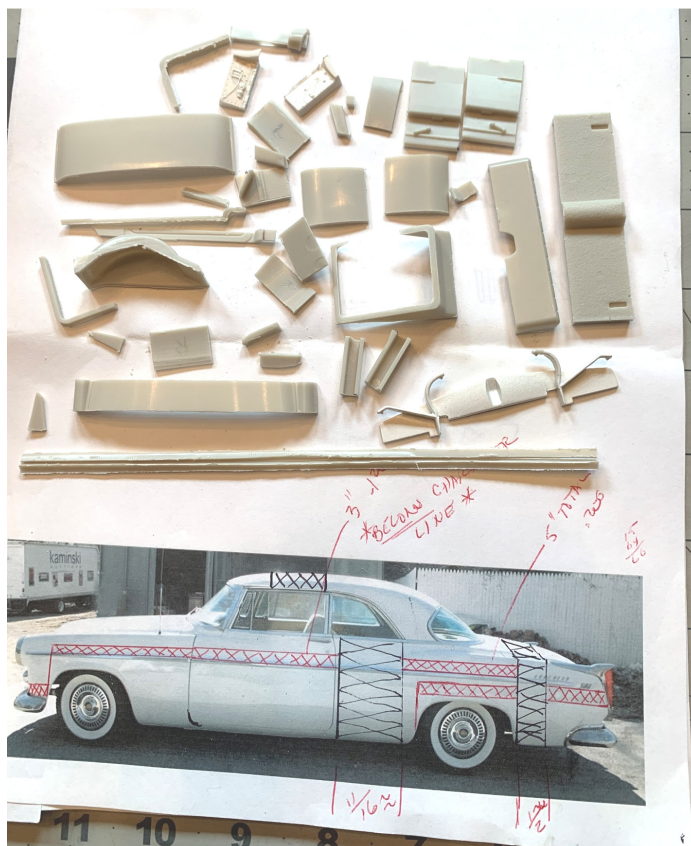
The plan was to do it as a customizer like Valley Custom would do on a 1:1 car. Find the straightest places to cut to avoid too much rework of complex character lines. It works well in small scale also. Some cuts need to be moved around to accomplish this and a benefit is that the body will end up being a bit stronger as a result after it is reassembled. If all the cuts aligned, the body would be much more prone to crack all the way through.

The body had to be sectioned; cut horizontally 3 scale inches (.12”) which I marked along the character line near the side trim spear to lower the profile. The cuts on the front and back were marked on a lower part of the panels to lessen the bodywork and keep head and taillights intact.

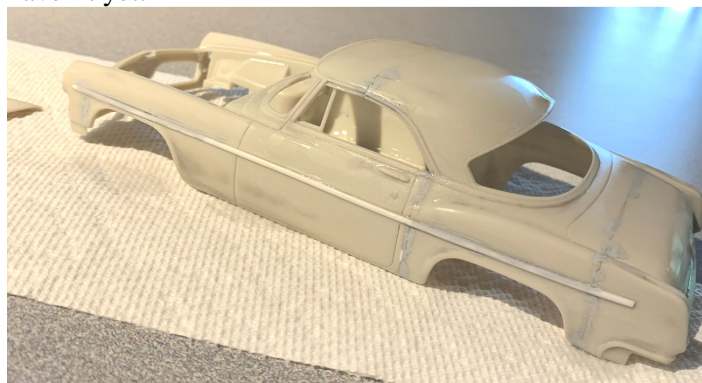
The body’s passenger compartment was shortened lengthwise approximately 18 scale inches (.72”), leaving the rear door line intact and finishing at the front trim on the c-pillar (roof). The trunk was shortened another 12-1/2 inches (.50”) along the sail panel to avoid the curve of the lid and fenders. At the same time, I wanted to ‘unshroud’ the rear wheels from the fenders so they would match the look of the T-Bird. I cut 3 inch (.12”) pieces from above the wheel cutouts and raised them. The firewall and radiator support heights were cut the same and fitted back in place.

The roof was shortened the same 18 scale inches (.72”) to match the body, but cut forward of that to strengthen the result. I decided not to chop the top, because cars at that time made room for a man’s hat, which was a fashion staple! Look at period correct ads and you’ll see. Also, the T-Bird roof was pretty tall, too.

The body pieces were taped back together after sanding to fit and eyeballing it. After that I spot glued with superglue and accelerator to hold everything in place. Then I cut small pieces of a very fine mesh fiberglass used for RC planes and used them to back up the seams on the inside of the body panels, smoothed in place with gel superglue and accelerator



allowing cure time between pieces. It was slow and painstaking, but very strong as a result. I had read of this technique on the Model Cars Forum. A lot of people (me included) use thin flat pieces of plastic, like Evergreen, to cover the cut and provide strength. It’s usually glued with styrene cement or superglue, but I wanted to try the mesh. It is my new go-to as a result. I want to try it with 5 minute epoxy as the adhesive to allow a little more wiggle time, but haven’t yet.



When I do extensive bodywork like this I prefer to use Evercoat 2-Part Filler (Eurosoft when I can find it) to fill and finish as it feathers beautifully and is pretty impervious to hot paints. Bondo 2-Part works well too. After I had the body where I wanted it, I hit it with some Krylon Gray Primer and sanded and primed as needed. The last primer coat was Tamiya Fine White Primer to make the top coat ‘pop’.

After the body was where I wanted it to be, I sectioned the interior side panels the same 3” (.120”) as I cut from the body. This was mostly cut from the bottom of the interior so it would not show. The front seat was cut at the bottom to

match. The floor and side panels were also shortened by 18” (.72”) and the rear seat was cut out. It left a nice space for a low shelf which I envisioned as the place owners would stow their golf clubs back in 1955!

The chassis was cut to fit and the channels were filled on the top where it would not show with long pieces of .020” brass rod and fiberglass mesh with superglue to stiffen them up. The gas tank had to be removed, turned 90 degrees and fitted back in place. A lot of the body support and exhaust brackets were reworked and moved and the front suspension had to be reworked to fit and steer.

The interior was airbrushed and painted in stock colors; Flat Radome Tan, with gloss black and Molotow Chrome then decaled and assembled. The chassis was airbrushed and painted in Gloss Tamiya Black with Testors and Pactra silver and aluminum highlights. The engine was airbrushed and painted Testors Diamond Dust and Gold and black and assembled and decaled. The wheels were coated with Tamiya smoke to highlight them. Grilles are stainless screen.

The body was eventually airbrushed with Bob’s Snow White Pearl with Molotow Chrome on the trim and Quick Shine clear over all.

As a side note, I had to strip the original Testors Pearl White paint twice, completely break apart the body, reassemble and repaint with the Bob’s because eruptions happened after the paint had cured overnight. I even tried wiping it down with Lacquer Thinner!! I later discussed with others and learned I am not the only one who’s had paint trouble with Moebius plastics.

It became a labor of love after the paint failures, but I am happy with the way it finally came out – much as I had intended. Don’t even think of asking how long this all took!! Thanks for listening,
Pat



Remembering Bill Murphy

by Joe Baril

Bill Murphy joined Classic Plastic in 2001 and made a lot of friends along the way. Although he was somewhat of a quiet person, he had lots to say when it came to his favorite hobby, building model cars and trucks.

Bill often talked about purchasing his first model kits when they first appeared on store shelves in 1959. He would occasionally bring a few of them to club meetings for show and tell and was happy to share his stories of where he bought them and how little they cost back ‘in the day’.

Bill was also the guy who, when someone needed a hand with something, was there for them. Early on during his years with us he became very good friends with club member Jon Talcott. When Jon took ill, Bill was there to help him with his daily activities whether it was going to the supermarket or taking care of Jon’s home while he was in a nursing facility.

Bill and I became great friends as well, making weekly phone calls to each other just to talk about new kit releases and to see how each other were doing. Bill was my travel companion to club events in New Jersey.

Here’s a story I recently learned about Bill. He was a veteran and served as a medic during the Vietnam War. One night, several wounded soldiers were brought in to the facility where Bill was on duty. Bill had recognized one of the wounded soldiers as being from his hometown of Andover, MA. The soldier was not expected to survive the night and Bill decided he was not going to let that young man die alone, so he stayed with him throughout the night. Miraculously that wounded soldier would survive and return home one day.

Bill was a fifty-year member of the local Lions Club and served as President of that club for some time. There are many other stories I could share with you about Bill, but I must keep this article short. Feel free to ask when you see me as I’d like to keep Bill in our thoughts. I will tell you that just days before his passing when we spoke on the phone, he told me how excited he was about our upcoming show. Sadly, Bill passed one week prior to the show. Bill was 77 years old at the time of his passing. I will miss him tremendously.

Bill leaves behind three children (Laura, Brian and Will) as well as long time companion Susan Mulak. R.I.P. my friend!

Bill Murphy June 12, 1946 - October 2, 2023



Editor’s Note: If you have not yet done so, I’d like to suggest members send a condolences card to Bill’s long time companion Susan at the following address:

Susan Mulak, 2 Forest Hill Dr., Simsbury CT, 06070



Ed's Car Corner:

Galaxie '47 Chevy Fleetmaster Coupe
by Ed Doering

Here is my review of Galaxie's 1947 Chevrolet Fleetmaster Coupe, Kit number 13031, 1/25th scale, Skill level: 3

Chevrolet began in 1946 its first full post-war year of auto production. Typical of the late 1940s, the bodies still had the fondly remembered 'fat fender' look, with very minor freshening of its short-lived 1942 models. Chevrolet's Special Deluxe series was re-named 'Fleetmaster', and within that series, the 'Fleetline' cars made up the top of the line – the marquee's flagship. All models came complete with the venerable 216 cubic inch, valve-in-head, in-line 6-cylinder engine, often called the 'Stovebolt' due to its dependable reliability.

With that engine, and the highly-touted new 'Knee Action' suspension, as well as a bold new grille with four horizontal bars, the 1947 models saw only very minor differences.

The highlight of the outdoor Summer 'Car Show' season in our areas has begun, so I thought this month I'd review a kit of a car you might see at area car shows – the 1946-1948 'fat fender' Chevies, especially those done up as smoothed and lowered cruisers.

Galaxie, with this excellent kit, has gone back to the late 1950s, when AMT released their famous '3-in-1' kits we all know. This model can be built as a factory stock, drag, or period mild custom. It includes grilles for the 1946, 1947, and 1948 cars, so customizing the model to your personal likings is a breeze.

Let's take a look at this kit, which comes in a large square box, with depictions of how you can build the kit, and listing its special features.

Upon opening the kit, you'll find there are two large trees of precisely cast, crisply molded white plastic parts, making up the body, interior parts, frame rails, chassis, floor pan and engine parts. The plastic is top grade. You also get real rubber, period-correct, tall profile, slim line tires, with press-in whitewall inserts, and the glass that is clear and bright and separately bagged. A decal sheet of Cartographic quality has the decals for building the factory stock model.

For those doing a 1950s mild custom, there are some very cool, black 1950s type custom scallops, which were extremely popular in the 1950s to 1960s. Also, for those building a drag car, the decal sheet has plenty of speed product logos for actual parts hot rodders used in the 1950s. Several license plate decals for different states are included. The decals are in perfect register, and glossy.

There also is a large chrome tree, having all the parts that are called out via a black ball (indicating chrome parts) during assembly blocks. All the parts are flash free, crisply molded, and on the same level of fine, minute detail as found in a Tamiya, or Revell-Germany kit. Galaxie should be highly

appreciated for the excellent job their engineers did in casting parts for this extremely nice kit.

The front cover of the instructions, at the bottom, lists all the factory body colors for Chevrolet, 1946-1948. There are some beautiful colors on 1940s cars, and I'm certain that Model Car World (MCW) has the proper colors available in jars of lacquer for air-brush use. Otherwise, you can find color chips on-line for the 1946-1948 Chevy, and armed with what the color you like looks like, you can then go to Model Empire, and find a close color in Testors, Model Master, or Tamiya spray cans or bottle paints.

The instruction sheet itself is sort of a throw-back to the instructions in late 1950s kits, whereby you get assembly blocks with both the parts shown with arrows showing how/where to attach parts, but also, worded out instructions detailing out how to assemble, in stages, each part of the kit.

There are ten total assembly blocks, with special notes on the page opposite assembly block number ten, for building the car as a drag version. The back cover shows some cool, helpful tips on how to further personalize your model.

Like most car kits, assembly begins with the 216 cubic inch, 6-cylinder motor, beginning with assembling the engine block, which is finely cast, as well as the oil pan, exhaust manifolds, front cover, shifter mechanism, starter, oil filler, coil, and distributor. I feel that using a Preston's Pre-Wired distributor, and drilling out the plug holes, will add a ton of eye-appeal to this already nicely detailed motor, with nice plug wiring. 6-cylinder motors are easy to wire, and add a lot of eye appeal.

A note is made, that part numbers shown in a black ball, indicate chrome parts thru-out the assembly of this kit.

Once the basic motor is together, one moves on to either building the engine with remaining factory stock parts, or choosing to go with the period hot rod parts, most of which are chromed, to include, a finned Offenhauser valve cover, Wayne tappet cover, Edelbrock intake manifold, and the three famous Stromberg 97 carbs. All are parts that actual hot rodders used in the 1950s. Notes are made to apply decals to some of the motor parts. At this assembly block, the fan, fan belt, generator, upper radiator hose, lower hose, and oil filter are added.

Next, we move on to starting the frame. The frame rails are one large piece, to which a transmission cross-member, shocks, control arms, coil springs, brake drums, tie rod, and spindles are added.

If you are building a 1950s mild custom, and you want to give the model that lowered look, you MUST take special note of how to install the left and right spindles. You are told to install the left spindle on the right side, and right spindle on left, and flipping both spindles upside down. This will result in a lowered front suspension.

With the front suspension now assembled, we move on to adding the rear axle, differential, backing plates, brake drums, springs, and exhaust pipe. Again, if you want a lowered car, there are special lowering blocks to use, which are attached to the springs, to drop the rear end on the car. Low and slow cruisin' here we come!

In assembly block five, the completed motor is set in the frame rails, as well as the radiator, drive shaft, front sway bar, and wheel and tire assembly. One has a choice of just using the stock 'Steele' rims without any hub caps etc., or choosing to go with glamour rings, and baby Moon hub caps. The tires get a press-in whitewall piece, and the tires are the slim line, tall profile tires of the late 1940s.

In step six, we start on the interior, completing the stock bench type front seat, interior side panels, pedals, and door handles and window cranks.

Assembly block seven includes assembly of the dash, instrument panel, gauges and their lens. The dash gets some very nice decals. The steering wheel and its column are next, with a steering wheel insert to add detail. The completed interior is then glued down upon the floor pan, to which the gas tank and spare tire well are added. We now have a complete rolling chassis with interior.

Next, in assembly block eight, we began assembly of parts onto the coupe body. The body itself is well cast, free of flash, in perfect scale, and has few if any mold seams, which can easily be cleaned up. A note is made that if you choose to use the period 'dummy spots', and small mirrors, you'll need to drill a .036 mounting hole in the door frame next to the vent window.

The firewall, windshield, windshield wipers, left and right side windows, rear view mirror, sun visors, left and right mirrors, dome light, door handles, tail light bezels and tail lights, along with trunk handle, left and right fender shields (if you plan to use them, most mild customs had them removed), are all added to the crisp body.

In assembly block nine, the completed body is mounted on the full rolling chassis and interior. The forward 'fat fenders' are then added to the basic body, and the battery is located into its place in the fender well. The rear bumper is then added.

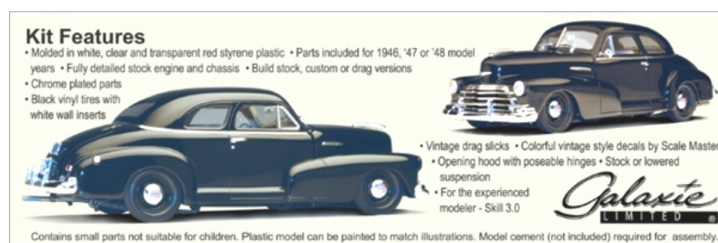
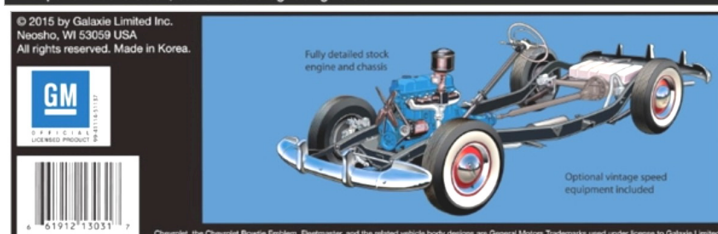
Step ten includes mounting the fender skirts if you're doing a mild custom, along with the very cool windshield visor if you use it, radio antenna, your choice of a 1946, 1947 and 1948 grille, 1948 grille center bar, front bumper, license plate holder, headlight buckets, and headlights with lens, 1947/1948 hood emblem, actual hood with its hinges, Fleetmaster side hood trim, hood ornament, and finally the exhaust tip are all added to complete this model.

As noted, some parts are up to your choice, depending upon whether you're doing the car as factory stock, drag, or mild custom. That is the one, very cool thing about '3-in-1' kits. You can build the model totally to your liking.

Again, the level of exacting detail of this kit is something to behold. Also, if you don't like the coupe, Galaxie had also done a Sedan Delivery/Panel kit # 98021, or a very cool Aerosedan, kit # 98011. You might have to hunt a bit to find those. Whichever you choose, I'm sure you'll have many happy hours building the kit. On a scale of 1-10, this kit ranks as a perfect 10.

Thanks for your interest.

ED



Christmas will be here before you know it so please donate to the Classic Plastic Model Club annual Toy Drive Fund at our meetings. All money goes directly to buying toys for underprivileged local children.



Kit Review: Mazda MX-5 Roadster

by Tim Rhine

Here's my review of the Tamiya 1/24th scale Mazda MX-5 Roadster RF, Kit #24353*3200 353, which was released in 2019 and retails from \$45 to \$55 in the USA.

I bought mine from Plaza Japan for \$21.00 plus shipping.

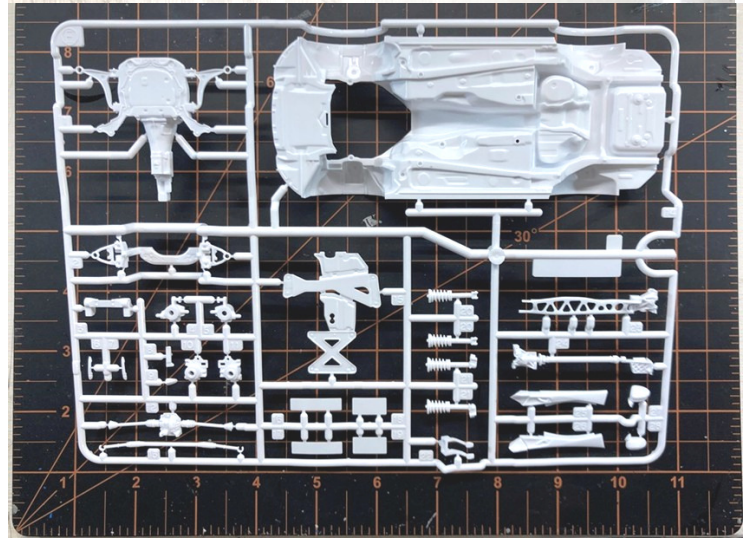
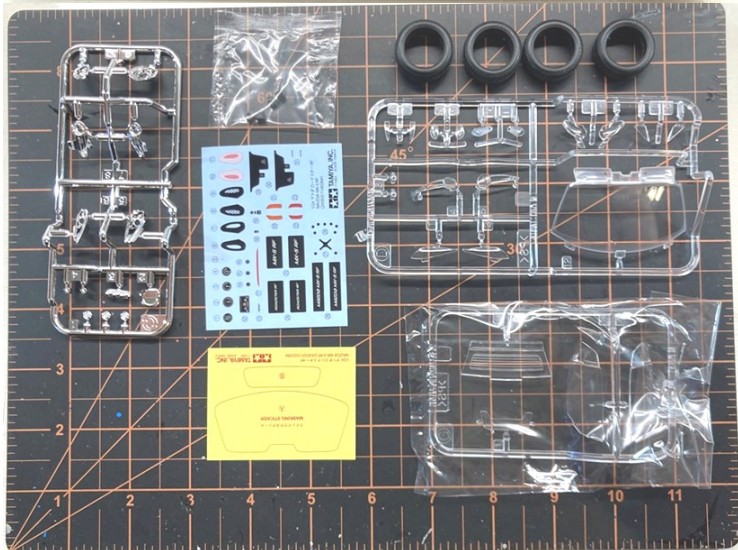
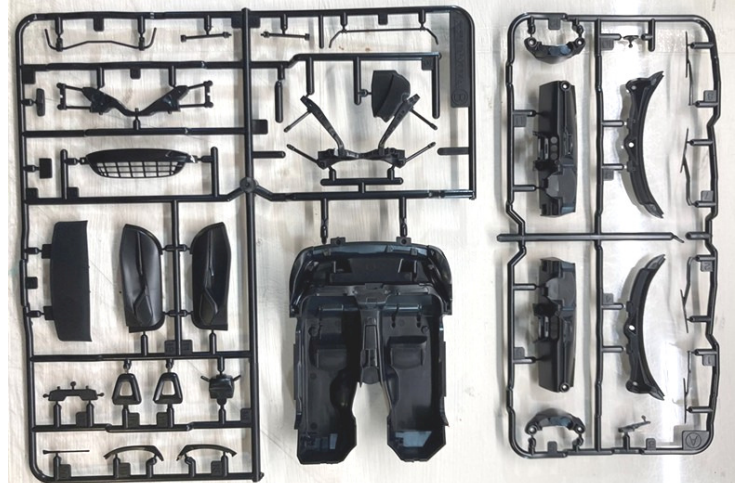
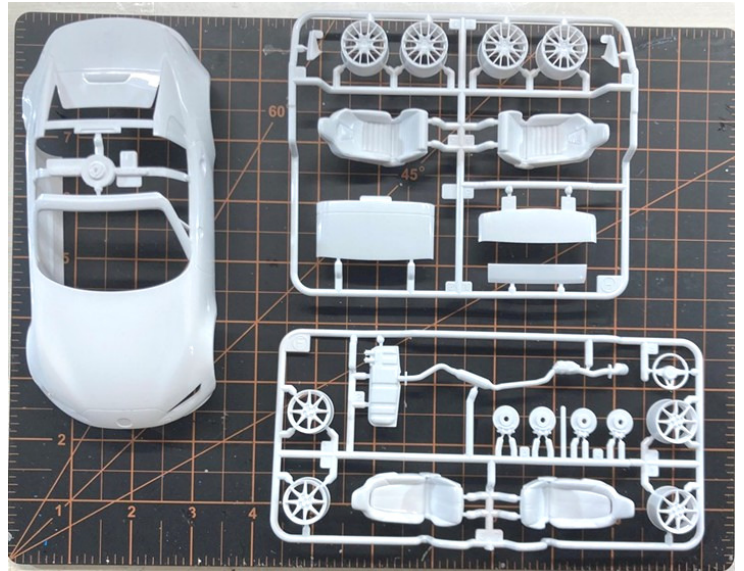
The kit is molded in white, black and clear parts. It is a curbside kit with two rim options and a roof option.

This is a typical Tamiya quality kit with absolutely no 'flash' on any parts. It looks to be a very detailed kit. I'm looking forward to building this.

Look for some pictures of the finished model in an upcoming newsletter.

Until the next review, happy building and be safe.

Tim



Reminder: Our annual Christmas/Holiday party will be held at the Dracut American Legion Hall on Saturday December 2nd along with our monthly meeting. The club will provide the pizza and we suggest you bring along other food types (salads, deserts) or paper goods (plates, napkins, paper towels, utensils) to help support the party. As per our room rental agreement with the DAL, all drinks must be bought from the bar with no exceptions.



Kit Review: '99 Chevy Silverado

by Tim Rhine

Here's another kit review, this time the subject is the Revell 1999 Chevrolet Silverado Street Pickup, Kit no.14538, which currently retails for \$36.95. Released in 2022, this kit contains 150 parts.

Note that this kit has been released a few times over the years with different build options. This kit version can be built custom, street or factory stock. Kit part trees are molded in white, clear and red tail lights.

Overall, the kit looks good with only a very small amount of clean up needed. The body has only a few small mold lines.

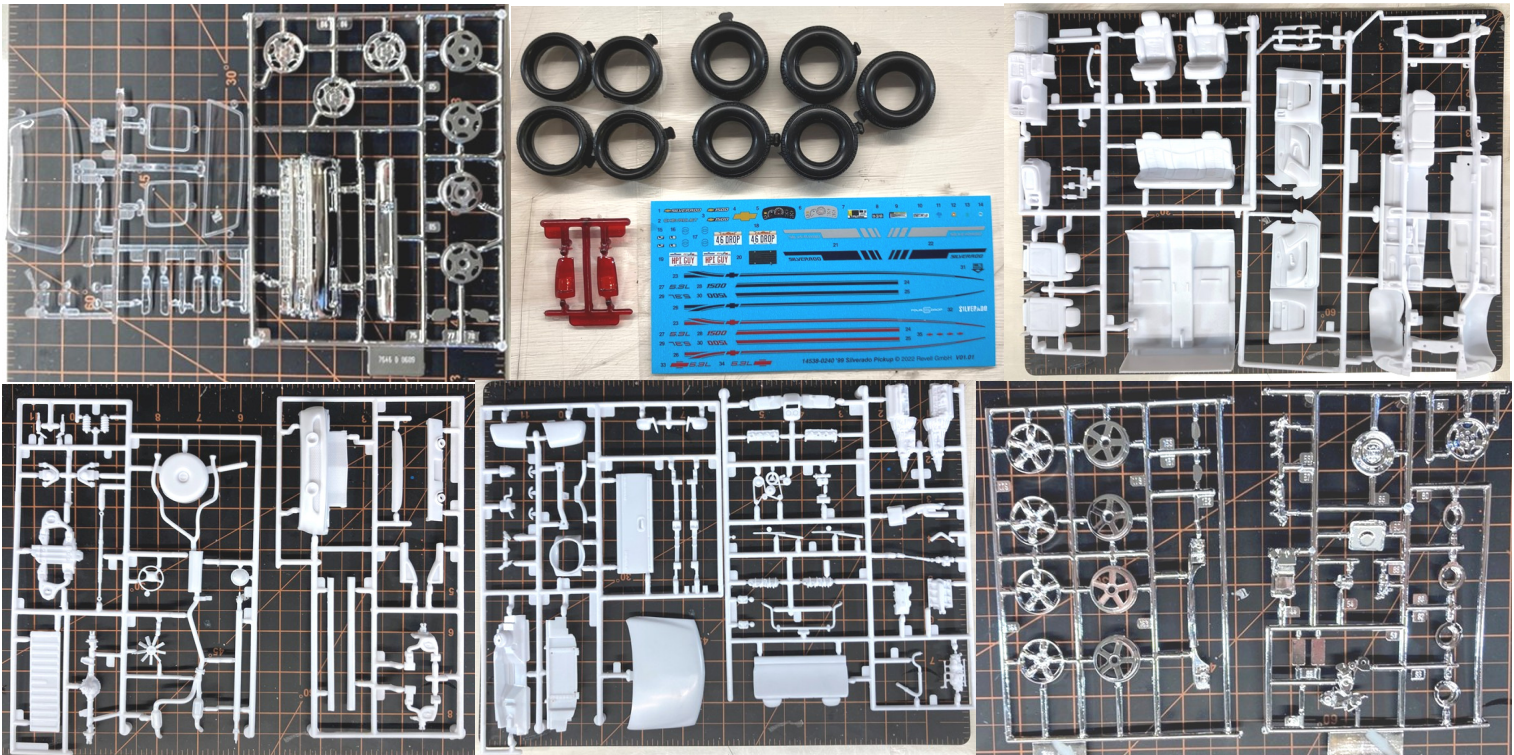
The decal sheet is small but nice with a few stripe options. Glass is super clear and it will need some small detail painting around the edges.

This will be built this coming year and be ready for our 2024 show so look for the finished build pictures in an upcoming newsletter.

I do recommend this kit as I believe it will be a fun build and will look nice once completed

Until the next review, happy building and be safe.

Tim



Christmas will be here before you know it so please donate to the Classic Plastic Model Club annual Toy Drive Fund at our meetings or mail a check to Tim Rhine, 29 Young St. Tewksbury, MA 01876 (please note 'Toy Drive' on your check). All money collected goes directly to buying toys for underprivileged local children.





Ed's Car Corner:

Mustang GTP – IMSA Race Car
by Ed Doering

Here is my kit review of the Monogram Ford Mustang GTP – IMSA Race Car, Kit Number 2708, 1/24th scale, Skill level: 2

Summer holds the months in which races start at Road America – Elkhart Lake, Wisconsin - my 'home' track, just 67 miles from where I live.

With that in mind, I looked thru my stash of models, and came across an old favorite of mine – the Monogram Ford Mustang GTP IMSA race car, released around 1996.

The sleek Ford Mustang GTP is one of the most innovative racing cars ever created. Developed for competition in the Grand Touring Prototype class of the International Motor Sports Association's Camel GT series, this exotic creation reflected the latest concepts in the applications of space age materials, a light-weight 4-cylinder power plant along with state-of-the-art aerodynamics.

In an environment dominated by the mid-engine creations constructed in England and Europe, the new Mustang was designed and built in the USA, and sports a turbocharged engine that is located in front of the driver. This configuration enabled famed designer Bob Riley to design a completely smooth aerodynamic tunnel along the underside of the chassis. At racing speeds, this layout generates a pressure differential that vastly improves traction and handling.

The most unique aspect of this exciting machine is the exotic carbon-fiber composite chassis that was developed by the Ford Aerospace Division. Using materials and techniques utilized in the construction of global communications satellites, a light-weight structure was created that is more rigid than a comparable metal assembly, at a fraction of the weight.

Nestled in the engine bay, you will find a twin-cam, four cylinder engine that displaces a mere 2.1 liters. Though small in size, this thoroughbred motor utilizes an exhaust driven turbocharger to produce in excess of 600 horsepower.

This explosive power is transmitted to the ground through a 5-speed transaxle and massive Goodyear slicks.

The sleek body reflects the result of aerodynamic wind tunnel testing, and the rear of the car is dominated by an airfoil wing designed to improve the down-force on the rear wheels.

This kit can be constructed as the number 06 car that won in its debut at Elkhart Lake in 1983, or the number 6 car that finished third.

Let's examine this simple kit.

The small instruction booklet folds out to reveal 23 assembly blocks, plus a decal placement guide on the back page. The front page lists all the required paints for this model. The body color suggested is Midnight Blue, but any dark blue paint will suffice. To replicate the carbon fiber areas of the frame, dark tan is suggested, but one can also custom mix a color close to a carbon fiber 'look'.

Each assembly block deals with no more than 3 parts, making assembly quick and easy. I'd suggest pre-painting all the parts to this kit before assembly, taking note of the suggested colors. I'd also suggest you use Metalizer or Al-Clad paints to replicate metal tones.

Construction starts with attaching the sub-frame unit to the belly pan chassis. In step 1, be sure to align the front axle unit's small pins unto the A-arms on the chassis pan. There are guides built-in to insure the sub-frame is in correct position.

In step 2, the pedals are attached to the cockpit area of the sub-frame, and in step 3, the race seat is inserted. The kit does not include belt decals, so one will have to hunt down after-market belt decals. You can get them thru SLIXX decals.

In step 4, the fire extinguisher bottles are added, along with the shifter mechanism.

Step 5 has you insert the upper control arms plate to the sub-frame and chassis. Again, be sure to position the pins into the A-arms. In step 6, the exhaust pipes get added to the side of the belly pan.

Step 7 has you construct the intercooler and radiator shroud, which then get glued to the front of the chassis pan.

In step 8, the instrument panel is glued to the firewall, and the steering wheel is added. Unfortunately, there are no gauge decals, but gauges are molded in place, and can carefully be picked out. Once this assembly is completed, the firewall is added to the sub-frame.

Step 9 concerns the placement of the alternator, while step 10 deals with inserting the rear window into the rear firewall bulkhead, which gets glued to the rear of the sub-frame, along with the roll bar braces.

In step 11, the rear spring/shocks get added, along with the anti-roll bar and step 12 concerns adding the suspension plate and A-arm to the rear of the chassis.

Step 13 deals with the fuel filler tubes, while in step 14 the rear tail structure is added.

In step 15, you are asked to remove stub plates from your front suspension, so take care in removing these, or detach them in step 1. A note box is given so you can identify what needs to be removed.

Unlike most car kits that start with constructing the engine, this does not occur in this kit until step 16. The two halves of the small, 4-cylinder motor are glued up, then the injector pump, drive belts, intake cam cooler, exhaust shroud and exhaust shroud scoop get built up.

The kit comes with a small chromed tree, but I would suggest for more realism that all the chrome parts get stripped. Household bleach or Castrol Super Clean can be used to de-chrome these parts, and then Metalizers or Al-Clad can be used to paint them. The chrome just looks too 'toyish' in my opinion.

Once the entire motor is completed, it gets installed in step 17, while in step 18, the wheels and tires are assembled, and placed on the axles.

Step 19 deals with the front air-dam/headlights and grille. Once the headlights are in place, the unit gets installed onto the lower front lip of the body.

Step 20 has you construct the rear airfoil, with the wingtip plates, and wing pylons. When completed, the rear wing is added to the rear of the body. There are holes in the rear body area to insure a square position of the wing.

Step 21 is all about inserting the glass and windshield wiper. Be sure to use glue for clear parts.

In step 22, the side intake is inserted into the body's side, and finally the completed body is mated with the finished chassis, and the side mirrors are added. There are chrome pieces for the mirror faces. It should be noted that I found a nasty mold seam line all along the upper edge along the sides of the body, plus some sink marks. All should be taken care of before painting.

The kit is molded in white plastic and, being a simple skill level 2 kit, there are not that many parts trees, just enough to insure an accurate representation of the Mustang GTP IMSA racer.

The decals are not of Cartographic quality, but will suffice if care is taken applying them using the decal placement guide.

This is a fun little kit, which can easily be built by a child with adult help. It could possibly even be built over a three day weekend. Paint on Friday, assembly on Saturday and Sunday.

This kit can still be found using Ebay, or on-line hobby shops. Grab one and build an historic Elkhart Lake IMSA race winner. Have fun and happy building!

ED



Meeting Minutes

August thru October 2023

by Club Secretary Pat Wilkins

August 2023: We had 21 members attend the meeting in person and two Zoom attendees. Items discussed were:

Contest 2023 – Discussed and decided items:

- Judging Teams
- Reviewed the Contest to-do list
- Sponsorship monies were paid by many
- Status of show supplies to be done
- Inventory of show raffle kits to be done

Contest 2024 – we decided October 6th is a good date

PatCon 2023 – we discussed who will attend

GraniteCon 2023 – we discussed who will attend

BayCon 2023 – we discussed who will attend

L.I.A.R.S. 2023 show – we discussed who will attend but it looks like nobody can make it to Long Island

Toy Drive – We discussed time is growing short to hit our goal of \$2200 in donations for 2023 shopping

Kit donations:

- From the Club raffle stash - fifteen (15) open kits
- Jason Hanscom - one (1) sealed kit
- Rich Arakelian - three (3) sealed kits
- Eddie Arraji - one (1) sealed kit
- Dave Perkins - two (2) open kits

Raffle Winners:

- Linda Follensbee – Honda Trail 70
- Jeff Elliott– 66 Chevy C-10 Fleetside
- Guil Rosa – Lotus Coventry
- Mac Johnston – Revell Bronco
- Jeff Elliott – 67 Chevelle SS396
- Marcos Nanita – Silvia Super Silhouette
- Dave Perkins – Tamiya Honda NSX
- Jason Hanscom – Revell Porsche 911 Targa

Show-N-Tell:

August Winner: Marcos Fernandez Nanita and he selected a MPC Ramchargers Rail as his prize

Mac Johnston – '59 Fiat 500 Sport backdated Tamiya kit to copy a 1:1 car I restored. Scratch built nose, dash, tail lamps, engine parts and much more. Finish is in exact colors of the restored 1:1 car.

Pete the Wiz – Revell DE Peterbilt 'Can-Do' Wrecker is an over-20-years-old build he brought out of 'mothballs' to show new members. It has lots of add-on details, with the main feature of illumination of nearly every light as found on the original wrecker. All the controlling electronics are built into the Rotator Base, running off an external 12Vdc battery. Finish is Testors enamels and clear (which over time has yellowed slightly).

Tim Rhine – Revell '64 Chevy Nova COPO

Tim Rhine – Aoshima Mitsubishi

Marcos Fernandez Nanita – '70.5 Camaro Pro-Mod, full scratch built chassis, paint is Tamiya Bright Orange and Tamiya Pure White

August meeting notes continues on page 18

August meeting notes continued from page 17

Marcos Fernandez Nanita – Lamborghini Jota SVR, scratch building the engine and will hinge the hood

Jason Hanscom – '06 Ford Mustang/Pro-Stock Firebird kit bash, '06 Mustang with a Pro-Stock Firebird chassis

Jason Hanscom – AMT '66 Buick Wildcat built during the You-Tube 48 hour group build

Jason Hanscom – Revell Yenko Nova in process build

Show-N-Tell photos from August meeting:



Sept 2023: We had 21 members and two Zoom attendees.

Items discussed at this meeting were:

Contest 2023 – We reviewed the to-do list and discussed preparations for the show next month including Judging Teams. John Davison reported having sold 27 of 34 vendor tables to date and he expects all to be sold by show time.

Contest 2024 – We decided the theme for next year will be 'GTO vs Mustang' and the sub-theme will be 'British Invasion'. Still need to verify Law Elks has this date open.

BayCon 2023 – Sunday October 1st; who's going?

Toy Drive 2023 – we collected \$291 this meeting

Kit donations:

- Linda and Ru - one (1) open, two (2) sealed
- Paul Anagnostopoulos - one (1) open, six (6) sealed
- Jeff Elliott - one (1) sealed, one (1) open
- Joe Angers - one (1) sealed
- Joe Baril - one (1) sealed

Raffle Winners-

- Paul Anagnostopoulos - AMT '65 GTO
- Ru Crummett - AMT Ford Fairlane Stocker
- John Ellis - AMT '32 Ford
- Joe Angers - Tamiya Mazda RX7
- Peter Patalano - AMT '58 Chevy Impala
- Dwayne Benoit - Revell Olds 442
- Mike Freitas - Revell Bronco
- Paul Yergeau - AMT Corvair

Show-N-Tell:

September Winner: Tim Rhine

Tim Rhine – Revell '49 Merc in process build

Tim Rhine – Fujimi Lamborghini

Tim Rhine - Lego Lamborghini built for fun

Rob MacDonald – Model A truck, lowered the rear frame, fabbed the dropped front axle

Show-N-Tell photos for September meeting:



October 2023: We had 21 members, two guests and one Zoom attendee. Items discussed at this meeting were:

Contest 2023 – Crunch Time! We went over the to-do list making certain we did not forget anything

Member Profiles – Joe Baril discussed his proposed changes to how he compiles and distributes member profiles to all club members.

At-meeting Show-N-Tell – we discussed ways to better the turnout for meeting Show-N-Tell. All were reminded that you can bring in older builds as many new members may not have seen them and other who have may want to see them again

Toy Drive – As of this meeting we have \$1895 collected toward our goal of \$2200.

Kit donations:

Club donation (8) sealed kits

John Ellis - one (1) open kit

Paul Anagnostopoulos - two (2) sealed, two (2) open

Dave Perkins -one (1) sealed, one (1) open



Raffle Winners-

Paul Yergeau -AMT '50 Ford convertible

Dave Perkins - Revell Ford Bronco

Ernie Emerson - Revell Ferrari Spyder

Ken Barry - AMT '53 Ford pickup with trailer

Joe Angers - Tamiya Honda NSX

Ru Crummett - Revell '85 Camaro

Bill Aliferis - Revell Foote '65 Chevrolet Impala

John Davison - Lindberg '52 Chevrolet Fastback



October meeting notes continue on page 20

October meeting notes continued from page 19

Show-N-Tell:

October Winner: Dave Perkins

Joe Angers – Tamiya 1/24th CMA T.50

Paul A – Lamborghini Aventador Hyper

Paul A – Mercedes SLR McLaren

Marcos Fernandez Nanita – Flashpoint ‘70.5 Camaro Pro-Mod, full scratch built chassis and roll cage, 426 Hemi engine, Flashpoint 3D printed PSI Blower and 4-holes Hat, paint is Tamiya Pure White and Tamiya Bright Orange with Pearl Clear on top, Slix decal

Marcos Fernandez Nanita – Hasegawa Lamborghini Jota SVR, cut open hood and trunk, built engine almost from scratch, hinged the hood and trunk, paint is Tamiya Racing Green

Marcos Fernandez Nanita – Flashpoint ‘73 AMC Hornet Pro-Mod, my new big project

Ed Arrajj – ‘71 Ford Maverick Street Machine, combined two kits (AMT ‘68 Shelby, Jo-Han Maverick Pro-Stock) to create a V8 Maverick. Wired and plumbed with Detail Master wires and hoses, paint is Model Master Dark Metallic Red

Joe Baril – ‘73 Chevy Caprice (1/25th) built box stock when I was 13 or 14 (1973-1974-ish)

Joe Baril – Monogram Chevelle (1/24th) built box stock circa 1973-1974

Joe Baril – Monogram Quicksilver (1/24th) built box stock circa 1973-1974

Rich Arakelian – ‘37 Ford Coupe

Rich Arakelian – ‘37 Ford Sedan

Rich Arakelian – Ford Galaxy

Tim Rhine – ‘74 Honda Civic RS in-progress build

Tim Rhine – ‘74 Honda Civic RS completed build (box stock)

Tim Rhine – ‘60 Pontiac Bonneville built box stock for club member John Ellis

Dana Benoit – Camvetto kit bash using an AMT 2010 Camaro bashed with a ‘59 Corvette

Jason Hanscom – AMT ‘63 Chevy Impala built to replicate a friend’s car

Jason Hanscom – Revell ‘41 Willys Pro-Street built box stock

Doc Freitas – Revell Land Rover built box stock and painted Ace Hardware Hunter Green

Doc Freitas – AMT ‘New’ Bronco built box stock, painted white and metallic blue

John Davison – 1/43rd Dyosha Lamborghini Reveton finished in Testors Lacquer Bronze and Fire Orange with Krylon Rose Gold

Bill Aliferis – 1/28th scale RC MR03 Kyosho RWD using C7R and Audi R8 bodies

Will Emerson – ‘34 Ford Modified Race Car built box stock

Will Emerson – Franken-Vette built from ‘53, ‘57, ‘62, ‘87, ‘88 and ‘95 Corvette kit parts

Peter Patalano – Ships in Bottles I built years back

Dave Perkins – Fujimi Leveno Lamborghini built box stock and finished in House-Of-Colors True Blue

Dave Perkins – Tamiya 240Z in progress build, Hobby Design photo etch, Mauve Metallic by Splash

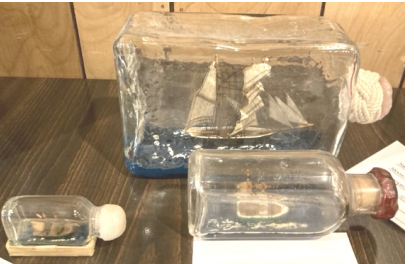
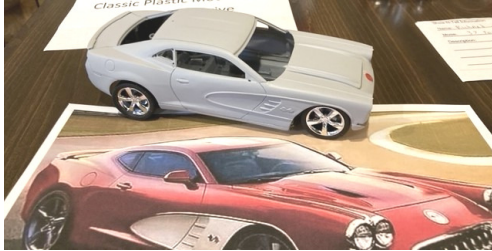
Dave Perkins – Revell Monogram Porsche 911, wired motor, magnet holding hood; finish is Splash Octane Red

Dave Perkins – Tamiya Senna McLaren in progress build, Hobby Design Photo Etch, Lambo Bright Green and Gloss Black, brought in to show multi-piece body

Dave Perkins – Tamiya Honda finished with Tamiya Metallic Blue

Show-N-Tell photos for October meeting:





Reminder: We have brand new CPMC T-shirts available for purchase. See Tim Rhine at the next club meeting for information. Upgrade your wardrobe in style.



Comments from the Editor

by Newsletter Editor Art Paquin

Thank you Guil Rosa, Tim Rhine, Joe Baril, Paul Anagnostopoulos, Dave Perkins, Pat Wilkins, Jason Hanscom, Heather Hanscom and guest columnist Ed Doering for your inputs and efforts which help us produce this newsletter issue. It is much appreciated.

The next deadline for newsletter article submission is **Friday, December 22nd, 2023** with a scheduled distribution date of Saturday, January 6th, 2024. Submission of articles, pictures and comments are much appreciated.

Hobby shop directory: If you know of a hobby store not listed below and wish to have it added to our list please let me know. To help keep the hobby alive we need to help keep local hobby stores alive.

Thanks, Art

The Classic Plastic Model Club Newsletter

Volume 29, Number 3

The Classic Plastic Model Club Newsletter is published four times a year by the Classic Plastic Model Club.

President: Paul Anagnostopoulos

Spiritual President: Del Paone

Vice President, Co-Treasurer and Editor: Art Paquin

Co-Treasurer: Tim Rhine

Club Secretary: (open)

Spiritual Club Secretary: Barry Fadden

Photographers: Pete the 'Wiz', Dave Perkins and Guil Rosa

Webmasters: Paul Anagnostopoulos and Pete the 'Wiz'

Historian: Joe Baril

Kitmaster: Tim Rhine

Show vendor coordinator: John Davison

New members and change of address please contact:

Tim Rhine at 978-604-9217 or trhine67@yahoo.com

Newsletter articles may also be submitted to the newsletter editor at: 421 The Hills Road, Horseshoe Bay, Texas 78657, or via e-mail to: paquinah@yahoo.com

PREFERRED HOBBY SHOP DIRECTORY

(Present your club membership card for the listed discount.)
ABC RC & Hobbies (10%) 11 Rockingham Road, Windham NH (603) 458-6481 www.abcrchobbies.com

CENTERLINE HOBBIES (10%) 167 Corporation Street, Hyannis, MA 02601 (508) 771-1244 www.centerlinehobbies.com

HARRY'S HOBBIES & COLLECTIBLES (20%) 250 E. Main St (Rte 495 Marketplace, behind Dunkin Donuts) Norton, MA 02766 (508) 285-8080 www.mymummy.com

HOBBY EMPORIUM (10%) 440 Middlesex Road, Tyngsboro, MA 01879 (978) 649-5055 Across from the Pheasant Lane Mall

HOBBYTOWN USA Apple Tree Mall, Londonderry, NH (603) 432-4881 www.hobbytown.com

HOG HEAVEN HOBBIES (TBD) 494 Main Street, Sturbridge, MA 01518 (508) 347-9350 www.hogheavenhobbies.com

THE SPARE TIME SHOP (20%) 222J East Main Street Marlboro, MA (508) 481-5786 www.sparetimeshop.com

THE HOBBY BUNKER 103 Albion St., Wakefield MA 01880 (781-321-8855) www.hobbybunker.com (10% off prices when membership card is shown prior to sale)

COMING EVENTS

Nov 5, 2023 – Sun. – BayCon 2023 show at the Franklin MA Elks Lodge (a new location for their show)

Nov 11, 2023 – Sat. – The L.I.A.R.S. show is back! Their annual show in Freeport NY (Long Island)

Dec 2, 2023 – Sat. – Club meeting and Holiday Party at the Dracut American Legion hall (lower hall); broadcast via Zoom starting at 1 PM EST

Jan 6, 2024 – Sat. – Club meeting at Dracut American Legion hall (lower hall), and broadcast via Zoom, 1 PM

Feb 3, 2024 – Sat. – Club meeting at Dracut American Legion hall (lower hall), and broadcast via Zoom, 1 PM

Mar 2, 2024 – Sat. – Club meeting at Dracut American Legion hall (lower hall), and broadcast via Zoom, 1 PM

Apr 6, 2024 – Sat. – Club meeting at Dracut American Legion hall (lower hall), and broadcast via Zoom, 1 PM

Apr 7, 2024 – Sun. – ValleyCon 33 in Chicopee MA

Apr 14, 2024 – Sun. – DownEastCon in Sanford ME

Apr 27, 2024 – Sun – NNL East 36 in Wayne NJ

May 4, 2024 – Sat. – Club meeting at Dracut American Legion hall (lower hall), and broadcast via Zoom, 1 PM

BAYCON 2023

Sunday,
November 5th, 2023
9:00 am till 4:00 pm



NEW LOCATION!!!
Elks Lodge
1077 Pond Street
Franklin, MA 02038

SHOW INFORMATION:
Robert Magina
508-641-5873
theadhead@comcast.net

VENDOR INFORMATION:
Paul Champigny
401-737-1053
pchampigny@cox.net

CHECK OUT OUR WEBSITE:
For more info, Registration Forms & Judging Information
WWW.IFMSBAYCOLONY.COM