



N E W S L E T T E R

F E B R U A R Y 2 0 0 9

Club Officers:	Secretary:	Jim Allen
President: Don Stadick	Treasurer:	Bill Halvorson
Vice-President: Clint Williams	Newsletter Editor:	Jim Kampmann

www.rpmmodelclub.com

Editor's Message

Lots of news items so pay attention! First off, special thanks go out to Scott for his hospitality this past weekend for RPM tonite! We enjoyed the fine models and watched the Big Bud pileup in style! We even had a surprise guest!

Secondly (and VERY IMPORTANT) is we have a celebrity in the Club! Erik Zabel was featured in the March '09 Fine Scale Modeler! As cool as that is, I happened to be shopping at Hub Hobby last Saturday and as I was falling on the floor from seeing the new kit prices I overheard several people talking at the register about Erik's article in Fine Scale! Is that cool or what? It couldn't happen to a nicer guy. YOU DA MAN!

Last but certainly not least is the Painter's Touch Challenge, which was moved to March due to some unfinished models. We won't go there. Look at the bright side (there's a bright side?) See you on the 21st unless you're going to the Black Hills or Fairmont, MN! (see below). Let's all go to Perkins! Wait, wrong club, sorry!

Jim

CLUB MEETING AND EVENTS CALENDAR

FEBRUARY 2009

- 21 RPM Monthly Meeting, Edina Library @ 1:00
- 21 Model Show 21st Annual Black Hills Scale Modelers Contest - Rapid City, SD
- 21-22 Model Show 24th Annual Model Car Contest - Monticello, IA

MARCH 2009

- 7 RPM Tonight, OPEN
- 13-14 Model Show Mad City Modelers 14th Annual Model Show - Middleton, WI
- 13-14 Model Show IPMS - Region 5 (R5) - Madison, WI
- 21 RPM Monthly Meeting, Edina Library @ 1:00 - RPM Painter's Touch Challenge!
- 28 Model Show 5th Annual IPMS Model Show and Contest - Fairmont, MN



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Welcome to the February Newsletter

The January meeting continued our hot streak in the cold weather with a remarkable 25 members and two guests. The January meeting was also time for our elections. After a long, hard, and bitter battle with myself, I managed to retain the presidency. Clint squeaked by as vice once again, but the villagers have chosen a new secretary in Jim Allen. Sorry Bob, your tyranny has come to an end.

The Painter's Touch Challenge models are due at the February meeting for judging by Jim Mulligan. I drastically underestimated the time I would have to work on this and thus, I haven't made any progress in nearly two months. I hope others have not befallen the same rut I am in. (Unfortunately, many have! Moved to March as a last ditch effort! Ed.)

I am going to keep this one short and sweet. I will rely on my trusty brethren to chime in about the RPM tonight and upcoming events.

Thanks,
Don



Kit Review: Polar Lights Blue Max 1970 Mustang Funny Car by Chris Vick

Well this is another one of those "I am glad it is out there, but it sure has its issues".

Lets start at the beginning of the instructions. This kit is the same as the Gas Ronda '69 car, so you have to use the Hemi, not the SOHC motor. (Actually Chris, the Gas Ronda car is suppose to use the SOHC engine - sorry, I couldn't help myself - Ed.) The only issue with the engine is where the intake goes. It's important to get the blower belt to line up. The belt is vinyl and looks good. Watch out for the mounting bosses for the blower pulleys, use the shoulder flange, not the pin sticking out.

The chassis is fiddly, but goes together. A couple of things: guess your best on the rear support bar for the fuel tanks, the rod does not clear the front wheels (too wide) and the steering linkage doesn't fit either. Trim and bend the front piece at the axle. Wheels, tires and drivers compartment go together well. It does sit flat on all four tires.

Now the body. Side scoops need to be filled in and use the 1970 nose. I would build the chassis first and test fit the body. Rear wheels should be trimmed on the backside. It seems the wheelbase may be too short? Out of five interior aluminum panels, I had to trim four of them a lot to get things to fit. Again, I would do that before painting.

Lastly are the decals. They look great. Some of them broke on me (brittle?) The big, white hood piece turned out great with Micro Sol on the nose. The white rear spoiler piece and the black nose piece are too long. Cut them in the middle and overlap.

In conclusion, it looks neat when finished. It's not for your average builder. You would think you would not have so where does this, that, or the other thing goes. Directions and decal placement are too vague. But, I am glad I built it and will put up with these minor issues.

Chris Vick



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January On-The-Table By Erik Zabel

Andy Martin started things off with an interesting in-progress model for the “Torben Challenge”, the Bugatti Type 59 Grand Prix metal kit by Wills FineCast. Andy purchased it 1979 or 1989 and says the kit has great detail. Andy has soldered together the 28 piece frame. He is using aftermarket wheels and a MCG piano hinge set for the hood. Andy also brought a couple of cars built several years ago. He remembered these cars were painted with Painter’s Touch and brought them in the spirit of the challenge, even though the paint was decanted and airbrushed (not Mulligan-style). The cars were a 1/32 1895 Panhard and a 1905 Roi de Belges. Both were “Europe” kits.

Erik Zabel brought three models. First was the 1933 Willys Gasser driven by Ohio George Montgomery. He used the reissued AMT kit, adding an opened driver door, a re-built hinge for the flip front, and engine and interior detailing. He used MCW paint and Slix decal. Next was the fuel altered Fiat driven by Mike Sullivan. This one used the “Willie Borsch” AMT kit with a rebuilt front axle and chassis modifications along with a resin body and wheels. Model Master lacquer paint and Slix decal were used. Third was the Lotus 25. Erik built it using the Tamiya kit provided by Bob M. Engine and other details were added along with F1 decals for the 1963 Dutch G.P. The paint was from MCW.

Tim Graf brought four beach racers that should be a hit at Milwaukee in April. First was the AMT 1958 Plymouth that has the same look at the Mercury Mermaid. Second was an AMT 1957 Thunderbird, called a Battlebird. This one had a two-tone paint job and cut up red decals for the demarcation line. A 1953 Corvette which was used to test the new (at the time) Chevy V8 engine was the third model from Tim. For this one he added the tail fin, headrest, and wheels and tires. Fourth was an AMT 1941 Plymouth that was the winner of the modified sportsman beach race in 1956. It features a set-back engine and driver sitting in the back seat. They had a relief driver standing by in case the exhaust fumes were too much back there. The fifth car from Tim, a non-beach racer, was a Moon Co. Bonneville car, with a body by Jimmy Flintstone, and wheels and tires from the Green Hornet kit.

Bob Maderich brought two cars. First was the Penske PC17, an AMT kit with the addition of nice IndyCals. Bob cut the suspension off and added air intakes and a seat belt. He mounted the model on a nice looking base to provide structural integrity which the kit lacked. It was painted with MCW lacquer and a future gloss coat. Second for Bob was a Tamiya Honda NSX touring car from 1999, built out of the box. The decals were horrible to use and covered the whole car. It was painted with Tamiya paint specific for this car.

Clint Williams brought some incredible paper models, the first I’ve seen in the club. He worked on these over the holidays when he was away from the usual workbench. A couple of large scale bikes were in progress. There are 12-15 bike kits available for purchase if you type “Yamaha bikes” into Google. He also brought a completed F1 car, that looked like





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On the Table Continued...

a well-done plastic kit from a distance. There are also a number of these car kits available, including four that are free. Clint says these kits are great for traveling.

Bob Ferreira brought a Tamiya Porsche 956 that was his white elephant kit from 3 years ago. An unfortunate accident with a freshly painted rear wing delayed the completion of the kit until recently. Bob added good-looking seat belts to the Porsche. Second was a Tamiya 1/20 Bobby Rahal Wolf F1 from 1978. Bob got it at the club swap meet for \$5 and added IndyCals and Eduard photoetch seat belts which he says were not easy to use, but they look great. Bob also brought some detailing materials he came across recently. They include cloth material good for seat belts, photo-printed license plates, and a window making kit that Bob says is really not much more than acetate with top secret instructions on how to install it.

Jim Allen brought three cars, starting with a Polar Lights funny car, inspired by Jim Mulligan and built out of the box. Jim used Testors candy apple enamel over gold to represent John Mazmanian's car. Second was a 1953 Ford pickup from AMT, the "Diamond in the rough" kit, a modern type street rod with a flathead engine. Jim started it in 1987. There's no sense in rushing things in modeling, I always say. The third car for Jim was an in-progress Mustang AFX, the Revell 1965 2+2 kit with extensive modifications, including roll cage, wheel wells, narrowed tubs and other additions. It will have a cast resin hood when complete.

Jim Kampmann showed us a resin kit to make the Revell 2008 Mustang GT into a convertible. It will be great to see another version of the new Mustang.

Hugh Heidt brought a great looking road racer, a Johnny Miller Jaguar. Hugh also brought a metal Dodge Charger police car model he recently built for his son. On the Charger he added a GPS, computer screen and a German Shepard.

Steve Kitowski brought a couple of bodies in progress. First was a 1987 Thunderbird NASCAR he is working on, using the Dodge Stealth size chassis. Second was a Stealth that will have a wealth of working details, including engine parts and hinges. They were too numerous for me to write them all down. That will be impressive when done.

To wrap things up, Jim Johnson brought a series of 1932 Ford bodies in various states of modification in resin and styrene. They included a sedan delivery, a 3-window coupe, roadsters, a phaeton, a 2-door sedan, a Lindbergh pickup, and 4-5 others.

It was standing room only at the SouthDale library for the January meeting. It's always great to see a lot of different cars on the tables, I'm glad we have such a diverse set of modelers.

