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Frank was busy with a **PORSCHE!**

Inside is Clarence Synder's PRETTY snap-tite
Ford GT from Polar Lights.





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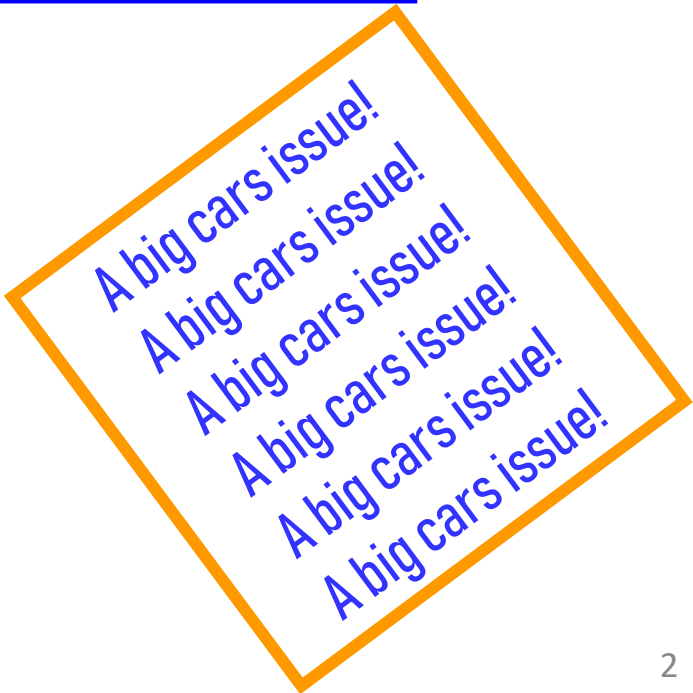
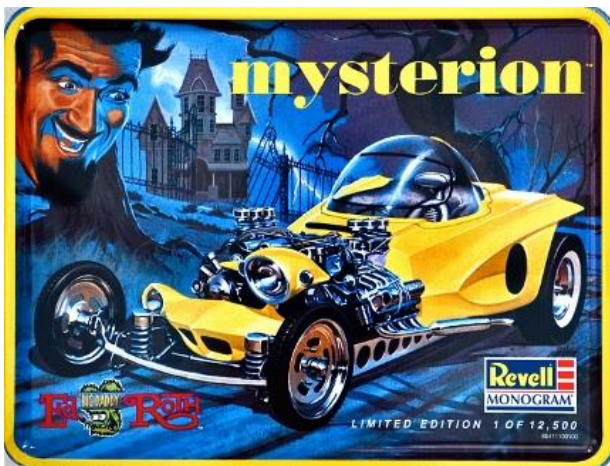
Prez Sez..... By Dan Contento

Maybe we're close to a live meeting. Many have been vaccinated and should have protection already or soon. Frank will be sending a survey to members regarding their feelings on the issue. If agreed and meeting CDC guidelines we might be able to meet as soon as May. What has been proposed is the monthly zoom meeting for our usual business and a Saturday pizza party at the Condo. The party would include a club gift exchange similar to our Christmas gift swap. Pick a number, pick a wrapped gift, next number takes someone's gift or opens another kit. All kits would be donated by the club from our raffle stock. Be thinking about how you feel about it and let us know at March's meeting and the survey.

- Dan



March Meeting – IPMS Gators –
Look for a zoom address from Frank Ahern.

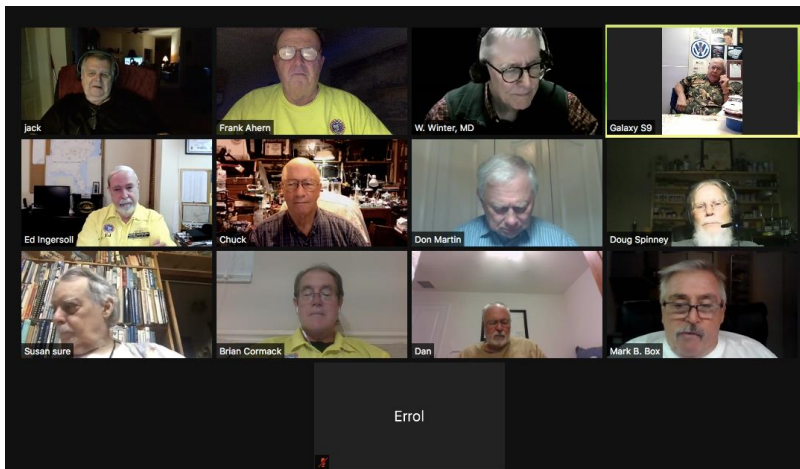


... but you won't see this rod! ☹️

Minutes of the Club Meeting from Tuesday, January 19, 2021

Frank Ahern - Club secretary

The meeting was called to order at 6:40pm by vice president Chuck Lassiter, who ran the meeting due to audio difficulties of President Dan Contento. A total of 13 members participated.



Following general discussion, Bill Winter did a presentation on the history of the Ford GT40 both as a race car in the mid-1960's and as a modeling subject. Interest in the topic has increased since the recent release of the movie "Ford vs. Ferrari". A number of kit manufacturers have introduced models of the GT40 in the past, some costing as much as \$400.

Lassiter asked members to talk about any models that they are currently working on, as well as any projects recently completed. A number of the group participated in the show & tell discussion.

Historian Bruce Doyle commented on the Airplanes of the Aces column in the February newsletter that highlights Flying Tiger ace Tex Hill. Doyle said he met Hill at several WW2 conferences and airshows and got multiple autographs, one of which Frank Ahern used in his display of Hill's P-40E, illustrated in the newsletter article. Doyle talked about the overlooked significance of the Flying Tiger raid, led by Hill, on the Salween Gap in China, which prevented the Japanese army from invading mainland China and changed the trajectory of the war in the CBI theater.

Finally, Frank Ahern did a kit review of the new Revell kit of the Porsche 356C, which was the first car to carry the Porsche nameplate. Ahern, who once owned a 356, talked about the history of the car that was first introduced at the 1948 Geneva Auto Show and went on to become a favorite of race car drivers and celebrities like James Dean and Janis Joplin.

The kit is produced in a cabriolet and coupe version, which is offered as a snap-tite kit. Ahern gave the kit high marks for the quality of the molding and detail, especially in the interior and dashboard.

VP Lassiter adjourned the meeting at 8:00pm.

Classic Sports Cars

By Frank Ahern

Since I'm not as rich as Jay Leno I don't have the ability to buy any classic car that I want, but thanks to the hobby of modeling I can still have the pleasure of owning a model of some of the cars without the hassles of upkeep, insurance and the risk of driving a precious commodity on our crowded and crazy roads.



This drive down memory lane was inspired by a car I owned in the early (70's when I was right out of the Army and living in Jacksonville, where my father had been transferred while I was in the service. He had become an aficionado of German cars and frequented a mechanic shop named "Franz's" on Beach Boulevard. Ziggy was one of Franz's mechanics and he sold me the grey 1959 Porsche 356A that you see pictured.



It was usually called the "bathtub" Porsche in the U.S. because of its shape and often belittled by sports car snobs as just a Volkswagen in disguise, sort of like the Karmann Ghia. In truth it was a very different car that shared almost no parts with the Bug. It did use the same basic air-cooled rear engine layout that Ferdinand Porsche pioneered in the VW, but his son Ferry wanted to produce a sports car and the model 356 became the first car to bear the Porsche logo.

Classic Sports Cars

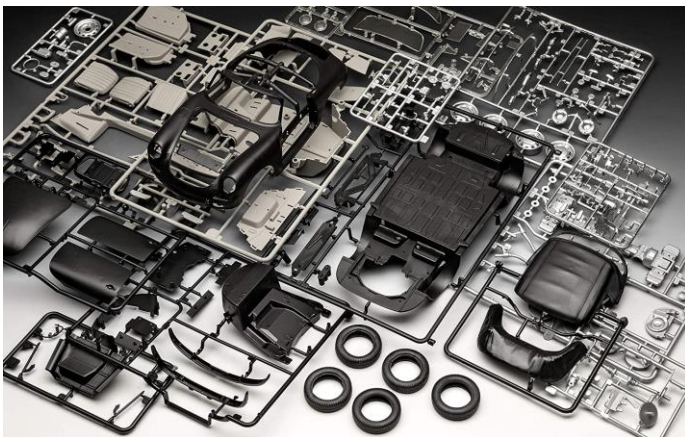
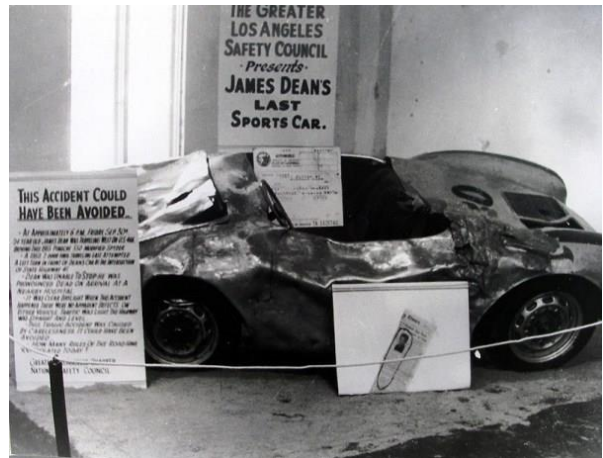
The little car gained a big reputation on the European racing circuit, winning its class at LeMans in 1951.

A special racing variant named the 550 Spyder also



gained notoriety for being the car that rising film star James Dean died in after a crash in California in 1955.

Revell recently brought out a brand-new model of the 356 in 1/16 scale that caught my eye as soon as I saw it. It comes in several versions, including a snap-tite, but I opted for the one that I always wanted to own - the 356C Cabriolet.



This is a big kit in a big box with lots of parts. Revell must plan to introduce other versions, because there were a bunch of parts that I didn't use. Some were related to differences in the US and European versions. Like the VW Bug, the basic shape of the 356 didn't change but Porsche was constantly tinkering with the details, both internally and externally.

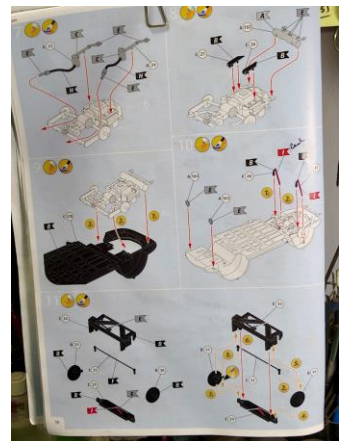
Classic Sports Cars

Once construction gets underway you quickly see the snap-tite design origins of the kit in the large and prominent sub-assembly connection points. For the most part this did not create a problem. I did find that some of the location holes were too small and had to be reamed out. Since I am a “serious” modeler I went ahead and glued these connections. Everything fit together well, and the engineering of the kit was first rate.



The detail in the engine compartment was very good and included decals for most of the components that would have been on the original. The Porsche version of the engine only shared the crankcase with the VW. All other components were unique, including dual carburetors and an oil filter, which the Bug never had.

I also must mention the instruction booklet, since I have complained about other kits instruction sheets in the past. This is the gold standard for clear, color-coded, well-marked and sequenced step-by-step instructions that I wish all manufacturers, including Tamiya, would adopt. My only confusion came from trying to figure out their paint color instructions, which are way too complicated in my opinion.



GATOR MODELERS



I was especially pleased with the accuracy and detail of the interior and instrument panel. It perfectly captures the look that I remember in my car. This is an area that many car models fall short, but Revell stepped up to the plate, even providing a decal for the Becker 3-band radio that was installed in my car, which came from Europe.

Overall this is a great kit of an important subject in automotive history and my personal history as well. It's the only car I ever owned that I sold for more money than I paid for it! I can highly recommend the kit. I wish I still had the car, but this will have to do.



News from Clarence Synder:



I'm making mail trucks out of beer trucks for a train layout post office.

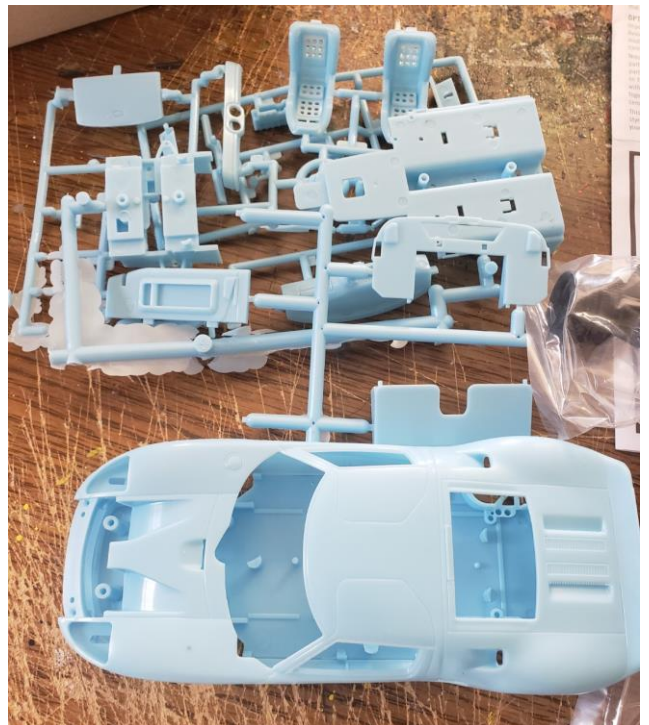


News from Clarence Snyder



This is probably my next project after the Chevelle. The Chevelle is almost done and I'll send pictures of it when I start the Ford GT. Regarding the Ford GT, for the price and a very detailed snap-fit model with an engine, the Ford GT is a bargain. I made 2 trips to Hurricane Hobbies to get it.

Below are photos of the kit (unbuilt) and decals. The following page are the complete instructions.



GATOR MODELERS



EASY! SNAP-TOGETHER KIT

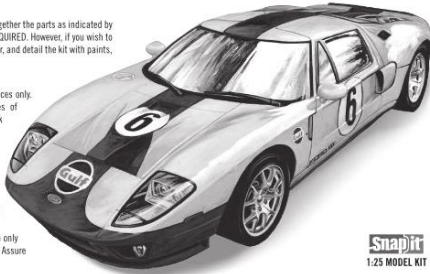
This kit can be assembled by snapping together the parts as indicated by the instructions. **NO PAINT OR GLUE IS REQUIRED.** However, if you wish to glue the pieces in the conventional manner, and detail the kit with paints, that is also an easy task.

OPTIONAL GLUING TIPS

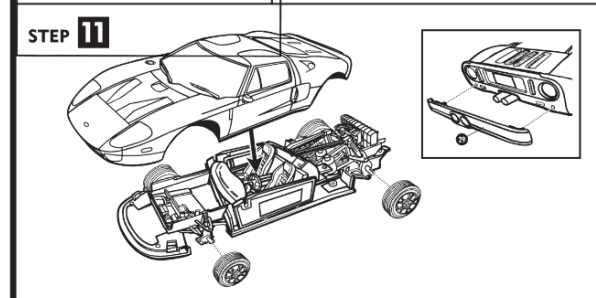
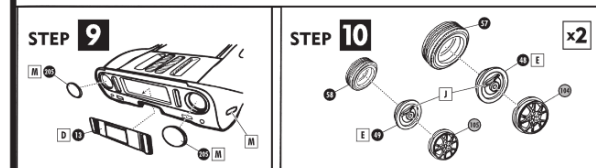
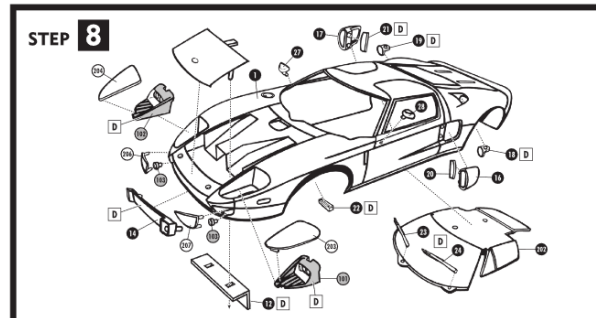
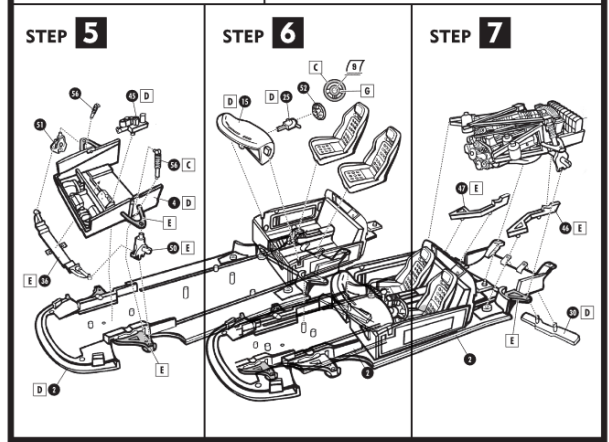
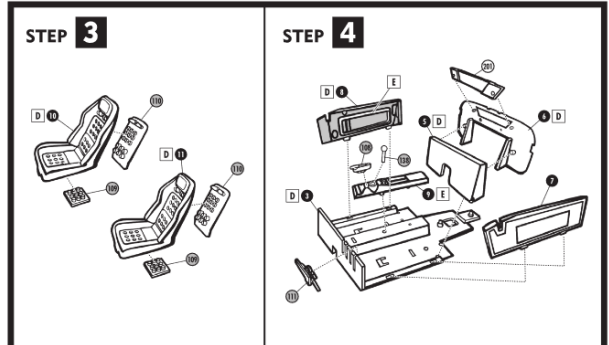
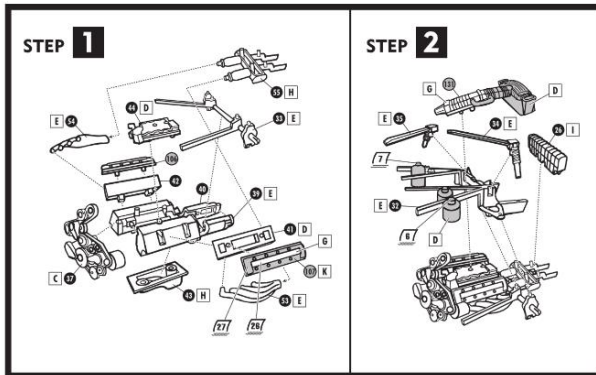
Important - Apply cement to inside surfaces only. Avoid getting cement on outer surfaces of model sections. Do not hurry. Work carefully and patiently.

Note: Before proceeding to cement parts together, it is advisable to fit parts together dry (without cement) so that you may familiarize yourself with the parts and how they go together, also noting the points where cement is to be applied.

This kit is molded in styrene plastic - use only styrene-compatible glue or cement. Assume yourself of a perfect model every time!



Snap-It
1:25 MODEL KIT



PAINT & DECALS

PAINT COLOR GUIDE

Paint parts as indicated and allow to dry before assembly. For best results use high quality paints designed specifically for plastic model kits.

A Light Blue	E Aluminum	J Red
B Orange	G Polished Aluminum	K Engine Blue
C Gloss Black	H Flat Steel	L Transparent Red
D Flat Black	I Gunmetal	M Transparent Amber

HOOD MASK TEMPLATE

Use template to make mask for orange stripe on hood.

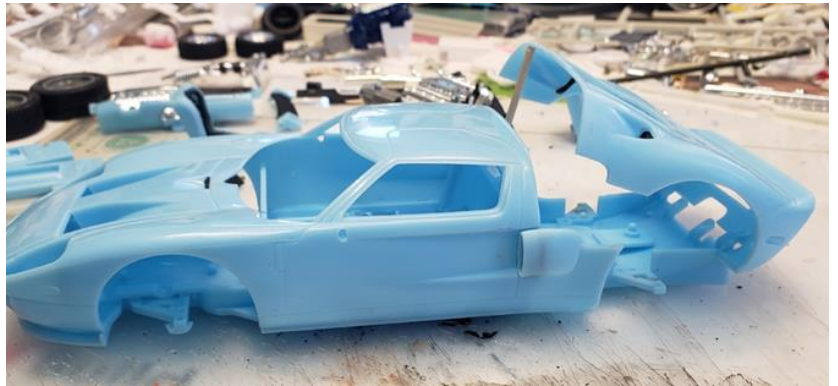
Legend:
 Remove
 Mask
 Cut Line

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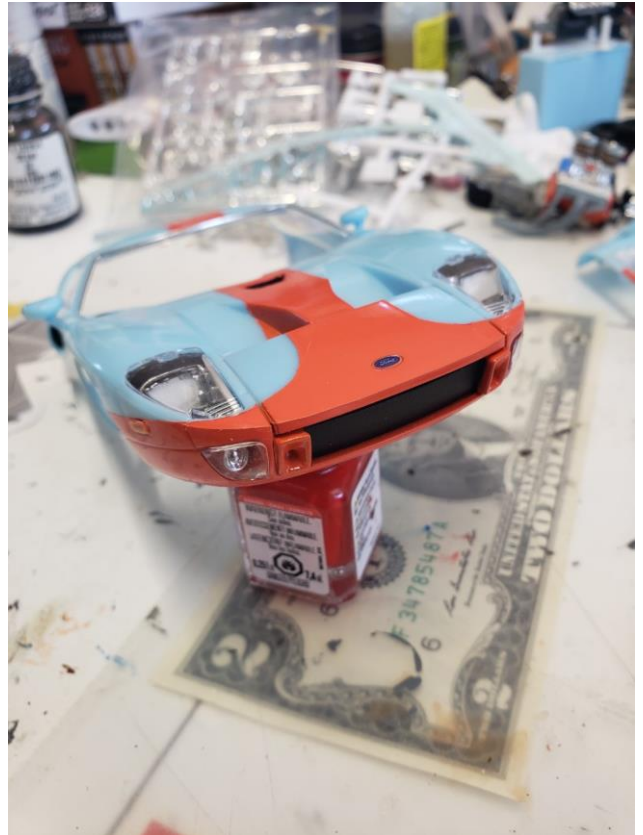
I'll buff the blue plastic and only paint the orange. On body the chrome pin strip will set off other items not in chrome.

The interior will be black and I'll use 3 different shades to set it off.

Since it's a new one with composite head lights, I may try to add square headlights. That would be a added feature to match my 66 Chappell.



News from Clarence Snyder





Well its done. If you don't like masking, don't build the Ford GT this way. Ford GT was something new and it will really set off the Chappell. I opened hood and added square head lights to give it that "60s look." Frank liked it.





I got my Chaparral out of the case (white race car) and put the 3 cars together. I can't wait until the new C8 (Corvette) comes out.

Editor question to Clarence: Is there a 1:24 or 1:25 scale model of the C8?

Clarence: Not sure yet. Not yet. I keep checking with the racing Corvette collection that I have. I'm in a hurry to get one in plastic. C8's are out in die cast all ready. I'll just wait and see if AMT, Revell or MPC makes a C8. I've done my homework all ready and I've been watching their race performance since they went mid-engine. The one that I built, the last front engine Corvette, has been in the top 5 and, lowest, top 10. Older Corvettes were 1st or 2nd place most of the time in their class. They raced with prototypes and other road coarse cars like BMWs.



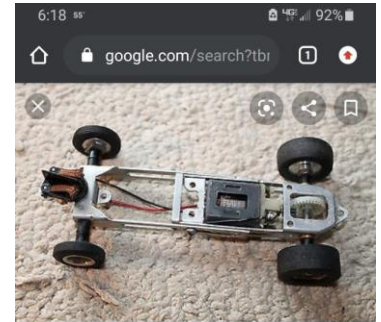


Clarence hopes to see the C8 Corvette in plastic soon...

From Clarence to Bill: Just wanted tell you how much I enjoyed your talk about the Ford GT40. It brought back real good memories of my younger days and slot car racing in completion. I bought the Chaparral kit but didn't like its performance. In that day other parts were plentiful. So I changed the chassis, and put a larger motor in that almost dragged on the track. It made the car much faster. I didn't let anyone see what I had done until after the race. They just couldn't see how that car ran so much better. Like I said, the second place car at one time was 3 laps behind! The wheels that I used with spinners were "bad" for coming loose. They really went nuts when I kept stopping to check them and I still finished 2 laps ahead of the second place car on a really large road course track. GOOD MEMORIES.

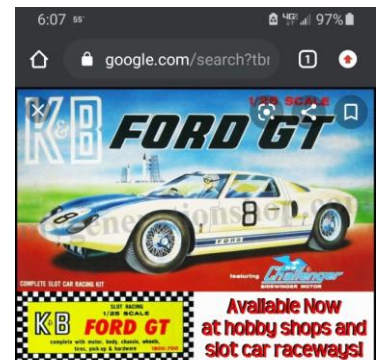


The Chaparral that I built and displayed at Jaxon was liked by several people because I made a slot car body into a model with complete chassis and engine.



WorthPoint
Revell Slot Car Chassis with Hornet Motor | #1450912184
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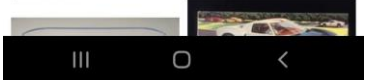


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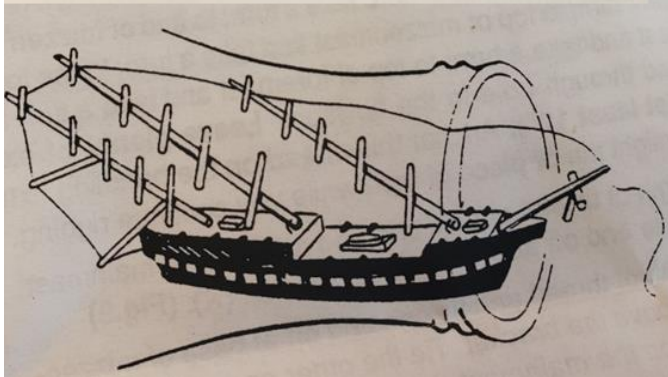
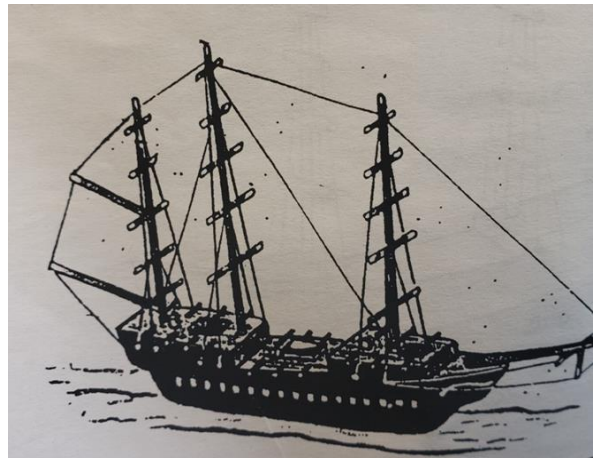
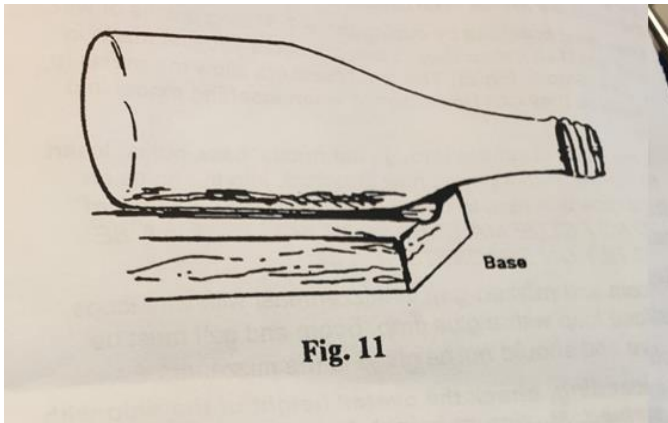
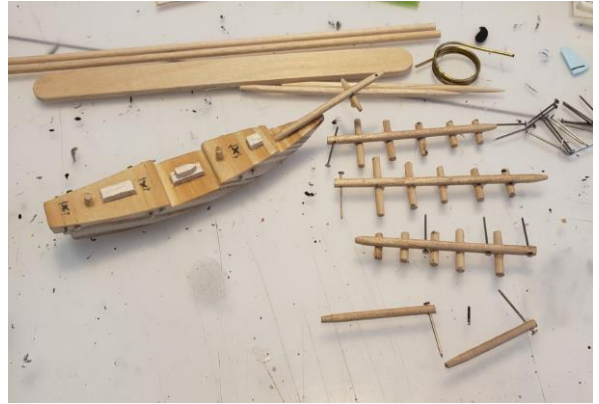


Monogram Ford GT40 model ...
Scalextric C3315 - FORD GT4...
pinterest.co.uk

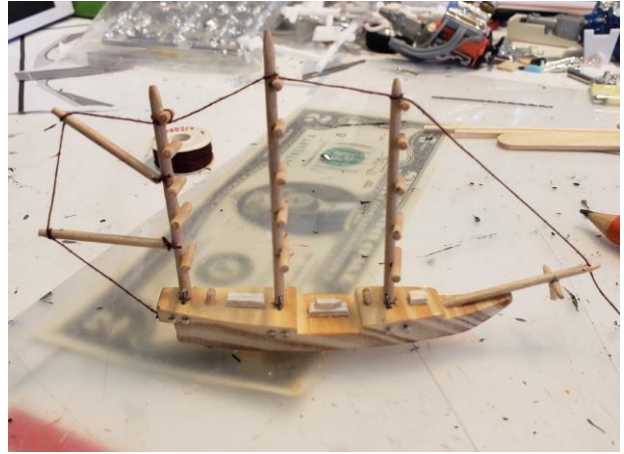


News from Clarence Snyder

A new project for my wife. I've had the kit about 10 years. She said it was about time that I built it.



News from Clarence Snyder



This is the project that I just finished for my wife. She's into nautical items. I bought this about 10 years ago and she was in my building while I was working on the Ford GT and she said it was time that I built it. This is the 1st and only one I've ever built but she likes it.



News from Clarence Snyder



Clarence sent some photos of his Chevelle.

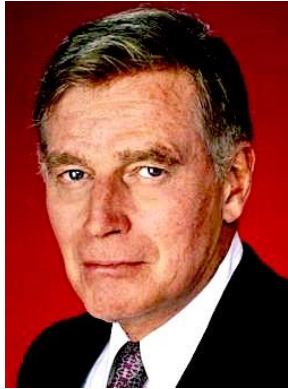


News from Clarence Snyder

My next two projects in the works is a truck (an auction purchase) and the Foose Caddy I've had for a while. They both will be painted the same color. I normally don't paint bodies first.



Hollywood Heroes



Charlton Heston

By Frank Ahern

This continuing feature is designed to showcase the often-unpublicized military service of many of the entertainment icons of the previous generation who served their country without complaint or protest.



Heston enlisted in the Army Air Force in 1943 and spent two years serving as an aerial gunner/radio operator as part of the



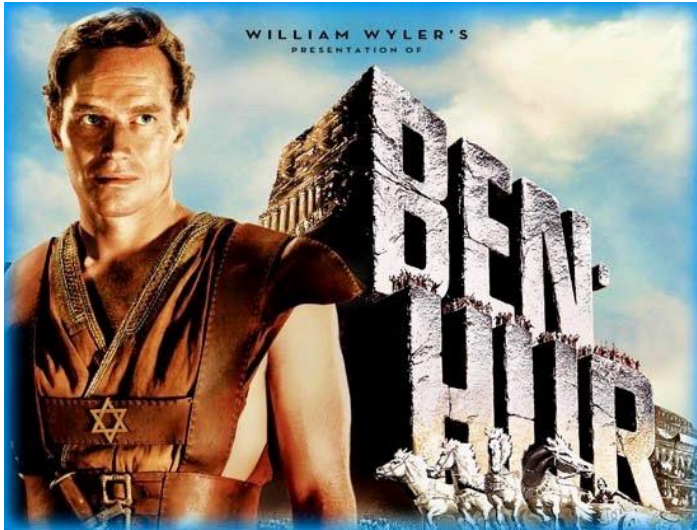
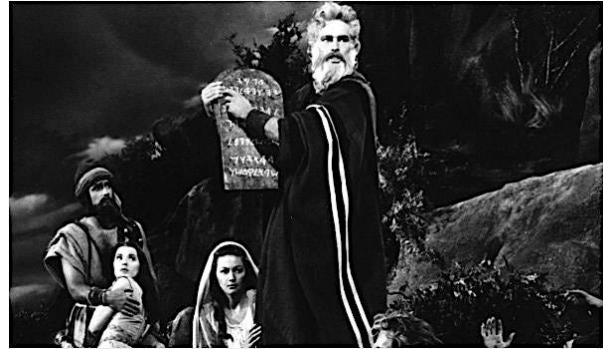
77th Bombing Squadron on a B-25 stationed in the Aleutian Islands, which was the site of the only successful invasion of U.S territory by the Japanese in WW2. He rose to the rank of staff sergeant before his discharge in 1945. After his rise to fame, Heston narrated for highly classified military and Department of Energy instructional films, particularly relating to nuclear weapons, and for six years Heston held the nation's highest security clearance - Q clearance.

In his later years, he was also a strong supporter of US troops in the Vietnam War and Operation Desert Storm in Iraq.



Charlton Heston

A long and varied career in epic films was highlighted by his portrayal of Moses in the DeMille classic *The Ten Commandments*. However, it was his role as a Roman slave in the spectacular *Ben Hur*



that earned him an Oscar for Best Actor. In all he appeared in more than 100 films in a career that spanned 6 decades.



Following the example of his friend Ronald Reagan he became an outspoken advocate for conservative causes in the 1980's and 90's, capped by his leadership of the NRA from 1998-2003.

He died in 2008.

Editor's note: Mr. Heston was excellent in several classic science fiction roles. Can you name 3 of his science fiction films?

The answer is on page 22.

News from Jack Mugan

From Jack Mugan almost finished.

..... and finally DONE!



Answers to the Editor's quiz:

- 1] Planet of the Apes
- 2] Soylent Green
- 3] Omega Man



News from Jack Muga

From Jack Muga Good old days!



FAST has a project: the '55 Chevy Bel Air. Jack committed his Chevy to an "El Cameo" theme. Good luck Jack!



News from Jack Muga

From Jack Muga The story behind these photos is that we had a Christmas parade in Mpls that was put on every evening downtown from Thanksgiving until New Years. It was all done with volunteers and it took a couple of hundred people to pull it off.....it was called Hollydazzle.



From Jack Muga Why Jack left Minnesota .. Twice.



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If you have a modeling tip you would like to share with your fellow modelers, please send us a copy so we can put it in the newsletter. We need articles for the Newsletter and the Web Site!

If you just opened up that new kit and want to give a box or build review, write it up and we'll put it in the newsletter and put it on the Web Site. Just read a good book, tell us about it! Got a great tip, share it with your fellow club members. This is your Newsletter and your Web Site and they're only going to be as good as YOU make them so contribute something to the cause. Don't be afraid to ask for assistance if you have something you want to share, we'll be happy to assist you in making it happen!

Don't forget to support your local hobby shop.

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Please use one of the links below or go to the IPMS Membership page for more information about joining IPMS USA.

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Frank Ahern, – Secretary – Newsletter Editor ahernf@gmail.com
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UPCOMING EVENTS



IPMS Membership

It is of great importance, both at the local level (IPMS Gators) and at the national level. The Club officers strongly recommend joining IPMS as an individual which provides six yearly issues of the IPMS Journal (which is better than ever) and the opportunity to participate at the IPMS National Convention .

A copy of the membership application is on the right or available at the IPMS / USA website address, www.ipmsusa.org.

Complete the form and return it to the address listed at the bottom of the form along with your method of payment.



International Plastic Modelers' Society/USA Membership Application / Renewal Form

New Renewal IPMS #:

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Address:

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Zip Code:

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Chapter Affiliation, if any:

Junior (17 years or younger)	\$17.00	<input type="text"/>	Date of Birth:	<input type="text"/>
Adult	One year	\$30.00		<input type="text"/>
	Two years	\$58.00		<input type="text"/>
	Three years	\$86.00		<input type="text"/>
Canada & Mexico		\$35.00		<input type="text"/>
Foreign	Surface	\$38.00		<input type="text"/>

Family (1 set of Journals) ← Adult fee + \$5.00 # of cards?

Your Signature:

If recommended by an IPMS member, please provide his/her:
Name: IPMS #:

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Applications should be printed and mailed to: IPMS/USA, PO Box 1411, Riverview, FL 33568-1411

Wild Paint(s) ... by Jack Mugan



Bye for now!