

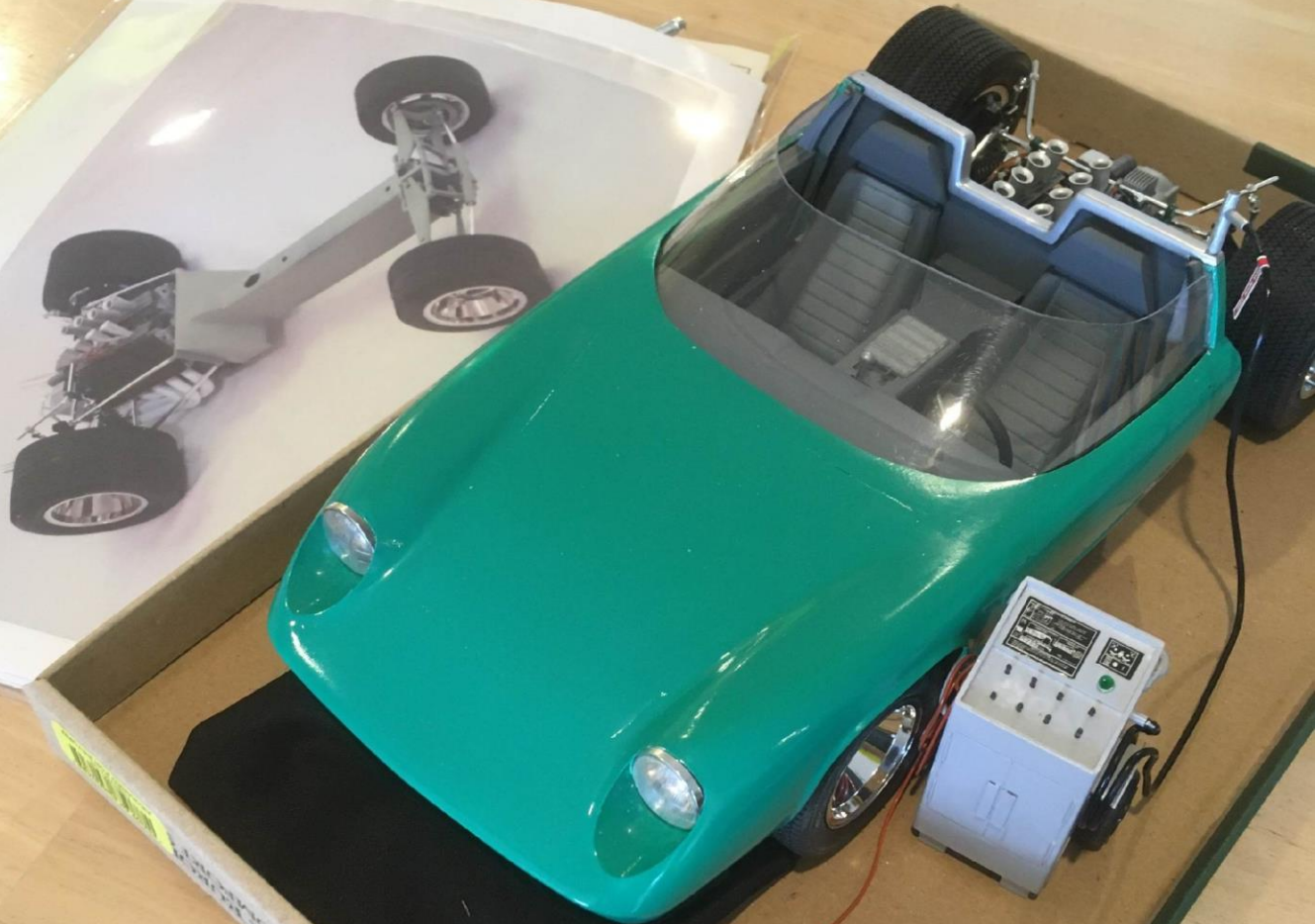
**GATOR**



**MODELERS**

Dimensions – IPMS Ocala

**IPMS Gators – IPMS Ocala INTERCLUB Contest  
Saturday, April 27, 2024**



**Gene Nollmann's winning Lotus 47E(lectra)**



# IPMS Gators – IPMS Ocala INTERCLUB Contest and SWAP MEET Saturday, April 27, 2024



In Gainesville, on Saturday, April 27, IPMS Gators hosted IPMS Ocala for the 3<sup>rd</sup> Interclub contest.

The *rules of the contest* were: **[1]** two or more box (plastic) kits must be combined into 1 model; **[2]** the model must be accompanied by a written background story that was read when the model was presented; **[3]** 1 member each from the Ocala club and from the Gainesville club who have not themselves entered into the contest judged the contest. Scoring reflected that two-thirds of the value of the model is the model itself and one third of the value is the background story (often farcical).

The representatives from IPMS Ocala were: Walt Holder, Gene Nollmann\*, Bill Tilly and Michael Tilly. The representatives from IPMS Gators were: Bob Lundeen, Doug Spinney\*, Frank Ahern\*, Errol Whisler, Ed Ingersoll, Bruce Doyle, and Bill Winter\* (\* entered contest). Ed (Gators) and Michael (Ocala) served as the judges. Thank you!

Below are winning models from the past 2 Interclub contests.



**2018, Ed Ingersoll,  
Humdigger**



**2022, Doug Spinney,  
Flying Tiger**





**Gene Nollmann's winning Lotus 47E(lectra)**





## The Sorcerer's Summer Intern

By Gene Nollmann

With creaks and groans the old rusty lock-up door is rolled back – daylight races in along with the sorcerer's bellows, "Hey Mario, why's this hole still a mess?!!" Moving used Lotus parts and boxes of junk, the sorcerer, alias Colin Chapman, continues, "This is only the first lock-up that needs sorting and the half-shafts need to ship now – where are you?!!"

Colin reflects on his days as a fledgling engineer at De Havilland aircraft -running off on breaks to rummage through the discards in the fabrication bins – mentally reassembling bits and pieces into some exotic aircraft. It was there he adopted the notion of 'dual purpose engineering' best illustrated by the wet aircraft wing – simultaneously giving lift and carrying fuel. 'Dual purpose' was thereafter his mantra with whatever Lotus Engineering would tackle.

'Chap' insisted on 'dual purpose' with his summer intern as well – he was to be a storage organizer (that is, warehouse grunt) and a design muse. This visit to the lock-up stirred warm memories of when Mario fabricated a long narrow steel box with suspension bits and pieces at each end: the box was mounted to a chassis torsion rig. Mario's cobbled chassis had an incredible rigidity of 5000 lb ft/degree. Chap immediately recognized the achievement and applied the principle to the then 'in design' Lotus Elan, introducing a steel backbone style chassis supporting a fiberglass body and underbody. The inspiration was not finished. The then current Lotus 24 formula 1 featuring a tubular space frame was redesigned with a metal monocoque as the Lotus 25 which led to Lotus's first World Constructor's Championship. Yes, Chap treasured his summer intern and his fresh views.

Opening lock-up #2, "Mario! Where's the Gossamer 47??" Tossing various parts around, Chap began to recognize some bits of the Goss 47 – an extreme light weight Lotus 47 Europa intended for racing with a fiberglass shell so thin that in the sunlight it resembled floating gossamer webs. Judged impractical, the car was pushed into 'deep' storage and out of the sunlight.

However, GKN Automotive (a major parts supplier to the auto industry) had acquired one of the lightweight 47s – re-designated the GKN 47, they had dropped a 4.4-liter Rover V-8 into a lengthened chassis. Its performance was impressive, 0-100 in 11.1 seconds and a top speed nearing 180 mph. It never saw competition but spent its life as a test bed for GKN innovations.



## The Sorcerer's Summer Intern (continued)

Noticing some other things missing, besides major pieces of the 47E, were a set of polished deep-dish racing wheels, the fugitive suspension up-rights and half-shafts, "You need to explain this Mario . . .!" Chap's upset was a pretense; he was now anticipating something unusual.

Pulling back the doors of lock-up #3, "Finally, evidence of work!" The lock-up was nearly spotless; directly in front was a heavy-duty battery charger with a blinking green light indicating that whatever was being charged was fully charged. A charging cable ran deeper into the lock-up's darkness and under the 'blob' of a black surplus parachute silk. Chap began to recognize something vaguely like the missing 47E. A note attached to the silk read, "Enjoy Chap, it's my best ever, Mario."

Pulling back the silk, Chap found all the missing parts and many he didn't know were missing. Mario had taken the 47E's lower body from the firewall forward and completely removed the top, substituting a low frameless plex windscreen. Bolted to chassis box at the bulkhead was a V-8 which held all the rear suspension bits. Chap was amused – the V-8 basically resembled the V-8 secretly being developed with Keith Duckworth of Cosworth Engineering – but the block seemed odd – a bit larger than the test engine.

A 'remove before flight' tag was attached to the battery charger line plugged into the roll bar. Inside was another note, "It's not a gear lever but a direction selector - 'Forward – Stop – Reverse'. Select and gently release foot brake and press accelerator – emphasis on gently, there is enough torque in the multi-phase electric motor hidden in the fake V-8 to snap your neck! – ran out of time to remedy. As for 'Dual purpose', the backbone chassis is also a huge lithium ion battery. Very smooth and silent performance. The Goss 47 underbody has been reinforced with a layer of epoxy bonded woven carbon fiber – you should try it – very strong and lightweight. About the color – tried to get some aqueous acrylic from Gunze Sanyo of Japan – they had no BRG but listed an 'Emerald Green' – sounded like it could be like BRG – but woo – too late to change. – Electric is the future.!"

"Well there it is old man, enjoy! I'm off to California, Cal Tech that is, for a doc in Applied Electro Magnetic Propulsion Systems. If you are ever out that way, look me up," signed Mario Tesla.

Ps. Chap double locked the storage unit and never gave the electric car another thought. Chap's muse had vanished.



## **2124 CORVETTE POLICE INTERCEPTOR**

By Bill

The 2124 Chevrolet Corvette Police Interceptor continues General Motors' long tradition of flight-capable UAV (unmanned aerial vehicle) police and sheriffs' cars that can be fully or partially autonomous but are more often controlled remotely by a human police or sheriff department man or woman.

With its omnidirectional sensors and imaging systems, the staff can safely monitor local, regional, and national traffic conditions to provide safe and effective law enforcement. There is a rotating dish on top of the vehicle and 4 vari-sensor antennas that provide such surveillance via visual, infrared, Microband, and X-ray inputs. To protect citizens and various stake holders, the Corvette's armament includes a MIRV'ed (multiple-independent reentry vehicle) torpedo and various missiles and guns. It is fully mission-adaptable with the many affordable and versatile add-on packages.

The zero-pollution levitating vehicle has 4 variable geometry thrusters (red) for instantaneous control of flight that supplement the major rear thruster (black) and 4 smaller auxiliary thrusters (silver). Top speed is classified but it is reported from unnamed confidential sources that, in flight, the Corvette Police Interceptor has broken the sound barrier.

The engine design is also classified. However, in describing the car an unidentified policeman said, "It's got a cop motor, a 440-cubic-inch plant. It's got cop tires, cop suspension, cop shocks. It's a model made before catalytic converters so it'll run good on air."

**Construction:** The body and frame are from a Corvette that lacked the windshield and roof. The red directional thrusters are from the screw tops of "Premier Protein Shakes." The major rear thruster in black is from the Revell Space Shuttle. The 4 accessory silver rear thrusters are from disassembled ballpoint pens. The tank below the frame is a drop tank from an unknown aircraft. The engine hood scope/air intake is from an unknown car model. Lots of other parts were assembled to create the weapons, lights and radar dish. The decals/stick-on labels were sourced from numerous sheets.

**POLICE INTERCEPTOR**







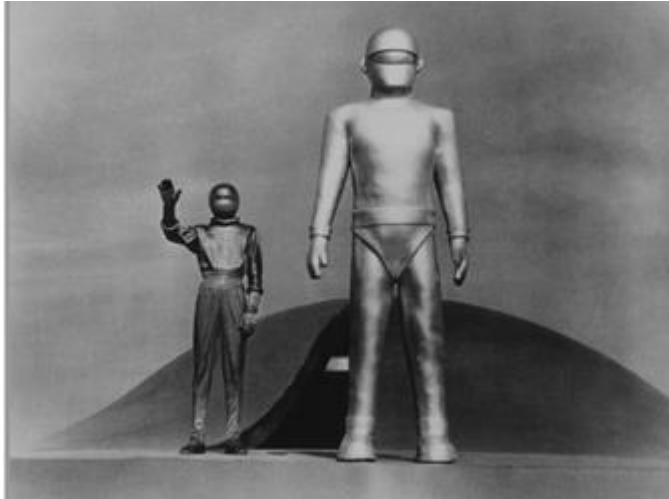
**POLICE INTERCEPTOR**

*2124 CORVETTE POLICE INTERCEPTOR*



*Introducing the 2124 Chevrolet Corvette*





## The Day Detroit Stood Still

By Frank Ahern  
(My "What if" entry)

Two years to the day after landing his flying saucer on the National Mall in Washington DC, Klaatu and his robot Gort descended on Detroit, Michigan to deliver a "gift" to the people of earth.



Out of the cargo hold of the spaceship an unusual vehicle was slowly rolled down the ramp and came to rest on the grass outside the Ford factory.



On the windscreen of the vehicle was attached the following note:

### ***People of Earth***

*We have watched your efforts to produce personal transportation devices to improve your lives. We also see your efforts so far have not been highly successful.*

*Because we believe your species has potential to advance to a higher level of consciousness and technological achievement, we have decided to give you an example of such a device that we have developed.*

*You may remove the anti-gravity velocity assist mechanism which we use for inter-stellar travel and adapt the vehicle for purely terrestrial operation. We call this vehicle the DS-19. Please share it with all the nations on your planet.*

### ***Klaatu***



As the saucer disappeared from sight, Ford engineers poured over the vehicle and began the process of evaluating its features. Here is what they found:

- Hydro-pneumatic 4 wheel independent suspension with automatic ride height adjustment for improved control and comfort.
- Disc brakes on forward wheels for safety.
- Front wheel drive with the engine between the axles for better weight distribution.
- Advanced aerodynamic design for more efficient use of fuel.
- Use of light weight material on the roof to improve center of gravity.
- Radial tires to enhance handling and stability.

Since none of these features were currently available on cars being produced in the United States, the Ford engineers decided that it would be "financially impractical" to attempt to incorporate them on American vehicles.

Their recommendation was to offer the DS-19 to a foreign country like France which did not import many cars to the US. That way there would be no direct competition with the US auto market, and the American auto industry could maintain its status quo.



Ford management approved the idea and the DS-19 was quietly shipped to France where the Citroen company had expressed high interest in the concept. No mention of this transaction has ever been found in Ford's records.

Citroen introduced the DS-19 at the Paris auto show in 1954 to the astonishment of the automotive world, except for Ford Motor Company, which was strangely silent.

Watching from the command center of his flying saucer,  
Klaatu could only exclaim:



**"Klaatu barada nikto"**









## What-If

By Doug Spinney

About 20,000 years ago, old Darth Vader was sick and tired of losing to that pathetic little Rebellion and decided he needed a vacation. So he commandeered a transport ship and told the captain to take him to the Heliocentric System, known to all of us as our Solar System. Take me to the third rock from the sun, the blue planet for some rest and relaxation. Upon landing on our fine planet Darth set up camp and was just about to relax when a Woolly Mammoth came crashing through the camp and ran its tusks into one of Darth's engines, rendering it useless. Knowing that with only three engines to get out of the gravitational pull instead of four that some weight needed to be left behind. So Darth Vader told the commander to leave the All Terrain Attack Transport, the AT-AT, and that pesky little green Jedi in his stasis chamber behind.

Fast forward 20,000 years to a man named Jeb, who barely kept his family fed, then one day he was shooting at some food, and up through the ground comes a bubbling, well nothing was bubbling, he found huge uranium deposit. Well the first thing you know old Jeb is a trillionaire, kin folk said, "Jeb move away from there, California is the place you need to be". So they loaded up the truck and moved to.....Tennessee. Seems Jeb and the family are now radio active from spending too much time at the refined uranium plant so the GPS went haywire and they ended up in Tennessee. So even though the Clampetts are now worth a several trillion dollars, old Jeb decided to skip the grocery store and go out shootin' for some vittles. He and Jethro headed out to their half of Tennessee that they bought using radio active money and while walking around stumbled upon this huge metallic contraption. Jeb looked at this thing and said, "what on earth is that?" Jethro took one look at it and said, "Paw, it is a Revell AT-AT". Jeb looked at him and shook his head, "Boy, we spent a lot of money getting you therapy so you didn't stutter anymore" No paw said Jethro, it is an AT-AT from a galaxy far far away. Jeb had just enough of this stuttering boy, so he told Jethro to go and call the Duke boys of Hazzard County and have them come and take a look at it, and to bring along Daisy Duke. Hot Diggity Dog, ole Jethro took off and called the Dukes.

Well after about an hour or so, along came the Duke Boys in their AMT USA1 Monster Truck. Daisy hopped out and took one look at the contraption and said it is a AT-AT from a galaxy far, far away. Jeb decided that as long as Catherine Bach, er um Daisy, wore that sweet looking outfit she could stutter all she wanted. The Duke boys decided to go ahead and take the Attack Transport, they removed the legs, and put them on their USA 1 monster truck, and then took their monster truck tires and put it on the AT-AT, using planetary gears and differentials from a HobbyPlus CR18P EVO. And of Course, no AT-AT would be complete without running boards. Jeb took a look at their handy work and asked how they were going to power and turn the Attack Transport. "Well Jeb, that funny looking critter with green skin said he would use the force, so we don't need to worry about how to steer it or power it". And the rest is Star Wars history.

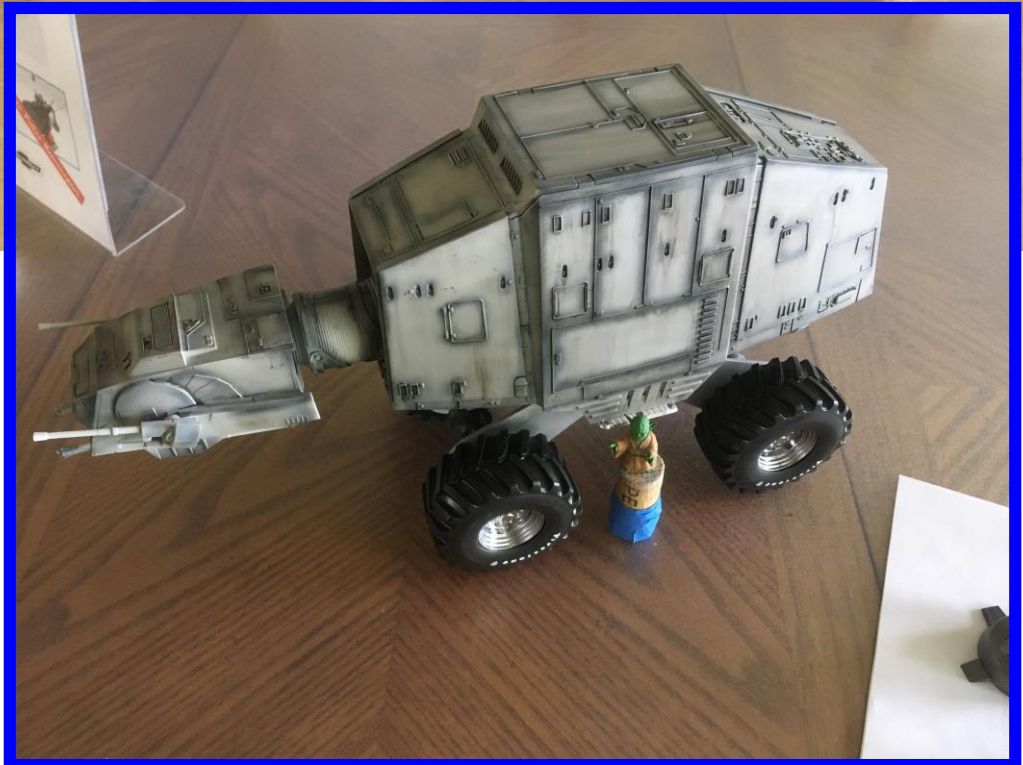
Revell 1/53 scale AT-AT, painted white primer and pre-shaded with Flat Black, painted Tamiya Sky Grey. Weathered with oils. The running boards are from a 1/32 scale diecast truck.

AMT 1/24 scale USA1 monster truck, gloss black, marble with Tamiya Chrome Silver, and then painted Tamiya clear red. I placed sleeves over the axles on the truck and attached the legs from a Bandai AT-AT, so that in the future all I need to do is remove the sleeves and the tires and wheels will slip back on.

Bandai 1/144 scale AT-AT for the legs on the monster truck. The legs from the MPC were huge, so I opted for a smaller set to keep it closer to scale.

Broken HobbyPlus CR18 Pro Evo purchased at a garage sale for the differentials and axles. Used a 3/32 brass tube to line the inside of the axle, then used Plastruc tubing to mount the tires and wheels.







GATOR



MODELERS

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**Attendees**



*Bill would like to thank his spouse, Nancy, for her help and support in making the contest possible.*

