



# BATTLEWAGON

## Bay Colony Historical Modelers

Volume 24 Issue 6  
June 2006

IPMS Region 1 Chapter of the Year 2004

### Recon:

**IPMS/USA Nationals 2006** – Aug 2-6, 2006 – Kansas City, MO for info go to [www.ipmsusa2006.org](http://www.ipmsusa2006.org)

**RI Model Asso 3<sup>rd</sup> Annual Show** – Aug 20, 2006 – Mapleville, RI Contact TJ Mattola 401-568-6444  
[Tj.mattola@mts.com](mailto:Tj.mattola@mts.com)

**AMPSEAST 2006** – September 16, 2006 – Danbury, CT  
Contact Bill Schmidt 203-735-9014 [bjnc@sbcglobal.net](mailto:bjnc@sbcglobal.net)

**Cape CodCon** – September 24, 2006 – West Barnstable, MA  
Contact Ron 508-394-5513 or Jeff at [modeltrk@thecia.net](mailto:modeltrk@thecia.net)

**October Modelfest** – October 8, 2006 – Milford, CT Doug Hamilton 203-323-6442 [ModelFest@aol.com](mailto:ModelFest@aol.com)

**Granitecon XIV** – October 15, 2006 – Nashua, NH Contact [ipmsgsmc@hotmail.com](mailto:ipmsgsmc@hotmail.com)

**Baycon 2006** – November 5, 2006 – So. Attleboro, MA  
Contact Bob Magina, [treadhead@comcast.net](mailto:treadhead@comcast.net) or 508-695-7754

### The Modeler's Bench – Frank Knight



I'm Frank Knight, married to Janet with four children and four grandchildren. I've lived in Dedham most of

Bay Colony Historical Modelers - 12 Garrison Drive - Plainville, MA 02762  
E-Mail – [treadhead@comcast.net](mailto:treadhead@comcast.net) Web Page – <http://ipmsbaycolony.com>

my life now and I worked for the Globe newspaper for all my working life as a craftsman and office worker. I've always enjoyed using my hands and naturally was drawn to modeling as an outlet. My interests now are planes, figures and N Scale railroading. My favorite plane is the F-100 SuperSabre, favorite figure is anything mounted, favorite armor is the Panzer III. My favorite kit of all I have built is the 48<sup>th</sup> Tamiya Mosquito with the Esci 72<sup>nd</sup> F-100 a close second. I have been associated with what became Bay Colony Historical Modelers since 1968. Prior to meeting Hal Marshman at the legendary Fishers Hobby in North Quincy, I thought only kids and some odd adults built plastic models. I've since found out that plastic models are built by a lot of odd adults. Hal invited me to a meeting at his apartment in Weymouth that following Saturday. I walked in and about 20 people were yakking at each other. One said "How you doin'?" I immediately felt comfortable. I remember Hal of course but Joe MacDonald was there along with a host of since departed members. I also remember talking nervously to several fully dressed German soldiers who were hanging around the living room. I finally realized they were Hal's mannequins. The club rolled along in casual fashion until we chose a name and logo for ourselves. This denoted who we are and the interest fields. The club remained a casual association but now had a President for Life. I can't remember if it was an election or a coup but John Nickerson took the reins and has driven the cart for the last 30 or so years much to our advantage. I don't know what makes this club click but it has and I've relished my years with the club and the close friends I've found within. I've enjoyed the monthly presentations of the modeling efforts of all the members and I have seen quantum jumps of modeling ability from the members over the years. I firmly believe the advances have a lot to do with the interplay at the meetings. I hope to go on to model the 16000 kits I've stockpiled and enjoy the hobby with all the Bay Colony Historical Modelers.

Build more models, Frank



### Those Little Things *By Hal Marshman, Sr.*

As we progress with our model building toward better builds, we usually try to incorporate more and better details into our models. This is a natural and basically good thing. The better they look, the greater our feeling of accomplishment. In our search for these details, we take some things for granted, thinking that this or that piece of information is a “given”. In other words, that’s the way the item has always been depicted, therefore it must be so. Nope, my good friends, many little items concerning some of our favorite planes have been published erroneously so much, that we accept for fact that which is not. The following tidbits about our favorite birds may peak your interest.

How about that staple, that tried and true modeler’s favorite airplane, the Messerschmitt 109 in its different incarnations. That drop tank is not mounted on the centerline, rather a few inches to the left. The pitot tube on -F models and later does indeed point downward somewhat. And yes, the fuselage seam does show, both top and bottom. This is so on just about all Messerschmitt’s products, to include

the Bf-108, Bf-110, Me-210, Me410, and Me262.

What about the Fw-190? How about late -F models, and D-9 birds, those with the blown hood. You will note that the head rest and bracing are much different, but did you notice that the antenna cable sags badly when the canopy is pushed back? They did not include any tensioning devices to keep it taut.



Staying with the Luftwaffe for a bit more, how about the venerable Stuka? D and G types feature internal canopy bracing on the sliding portions, leaving the canopy outside bereft of vertical bracing. The rivets holding the glass to the internal bracing do show, however. Another item of note is that in the -B plane, the rear machinegun was attached to the sliding rear canopy assembly. When it came to the Ju-87 D and G however, the rear canopy was more in the form of an abbreviated turret. In this case, the turret was equipped with a frame into which the guns slid when the canopy was pulled forward. The gun sight tree was attached to this frame, thus moving back and forth with the canopy rather than being attached to the gun.

# BATTLEWAGON

*Bay Colony Historical Modelers*



Okay, now we come to my own favorite bird, the Republic Thunderbolt. First of all, the wing gun blast tubes. No, those things sticking out are tubes, not the actual barrels. They were not blued, but were stainless steel. Those blast tubes were not mounted parallel to the centerline of the wing's leading edge, they were mounted parallel to the ground. While we're talking about relationships to the ground, the wing shackle fairings hung at right angles to the ground, not the dihedral of the wing. On razorback types, the antenna mast was stepped down a few inches to the port side, not on the center line. On bubble canopy versions, it was stepped down to the starboard side. On the lower sides of the nose, just aft of the cowlings, there are two louvers. They are the intercooler and oil cooler outlets. Just behind these louvers is a tear drop shaped fairing, with an outlet. Note that this outlet has a flapper, much like the damper in a chimney. This is not the exhaust. The exhaust gasses were routed back through the airplane to the supercharger, then back through the engine. These outlets were for the excess gasses, left over from the supercharging. Not being terrifically mechanically inclined, this is the best way I can express the basic process. In any case, when weathering a Jug, the exhaust smearing from those outlets should be much less than from a regular exhaust.

Speaking of exhausts, most inline engine exhausts as provided by the model manufacturers show a raised seam. Before you

sand down those seams, check the photos of the real plane. Most exhausts were made of steel stampings, welded together at the center. In those cases the seam lines show, and should not be sanded down.



Now, I don't ask you to take my word for all this contrariness, double check your references. Matter of fact, if you are referencing layout drawings, and they fail to show the above, I'd suggest you be suspicious of the drawings have fun, Hal

Jugs exhausted the Luftwaffe, Mustangs put 'em to bed

## IPMS Region 1 Noreastcon Review

Greetings and Salutations,  
For those that didn't make it to Marlboro this past weekend, y'all missed a great Noreastcon. Our hosts, IPMS Bay Colony, Granite State, Patriot, and Wings and Wheels chapters did an awesome job putting together a fine event. Thank You!!

These folks went outside the box in providing entertainment for us, even before we arrived at the site. A methane tanker tipped over, and closed the Mass. Pike in both directions for over

ten hours!! The traffic was horrendous in both directions, and nearly everyone I spoke to arrived tired, thirsty, hungry, cranky, and did I mention thirsty? Actually, it was way out of their control, and while most everyone arrived later than originally planned there was a great event waiting when we finally got there.

A few of the numbers read as follows: over 500 models on the tables, and about 112 registered competitors, 9 of which were juniors. The quality of the models was very high, which meant the judges had very hard decisions to make. Best in Show went to a beautiful 1937 Seagrave Aerial Ladder Fire Truck that was scratch built by Charley Rowley. This had to be seen to be believed, it was absolutely outstanding!! Charley wrote a nice article detailing how he built the model, and it will be submitted to the Journal for future publication. There were about 60 vendor tables filled with all sorts of goodies, and I found some cool stuff to add to my pile. The facility was a little small, at least that's what a few guys have said, but I'd prefer the term cozy. The model room held all the models quite nicely, and the vendors managed to get all their wares in, so it worked!!! On to the business. The Region 1 Business Meeting was well attended, and I'd like to thank those who gave their time to attend and give their thoughts on what we discussed. I mentioned that on the IPMS front the new Journal Editorial team is seeking authors for future articles. If any one is interested in doing some writing, please don't hesitate to put pen to paper, as it were. It would be great to see some Region 1 folks write for our publication. Also, I stressed the importance of getting RC approval for your event, and the need to get the form on the IPMS web site filled out and sent in. Dick Montgomery, our DLC is working on a streamlined system that will be unveiled in the near future that will greatly improve the way event notification is handled. I'll let everyone know when it's on line. In the mean time, keep doing what you've been doing. On a similar subject, if your event needs a Certificate of

Insurance for the facility, please request one well in advance of the event. Don't wait until two days before to request it. It won't happen.

A month or so before Noreastcon I was notified about the passing of Ron Lowery, Scratchbuilder par excellence. Ron was a member of IPMS Toronto, and had attended Noreastcon for quite a few years, practically owning the scratchbuilt aircraft category. It was proposed to come up with a suitable memorial for Ron by perhaps naming the scratchbuilt aircraft category in his memory. During the discussion that followed, it was brought up that a number of our friends, comrades and fellow modelers had passed away during the last year, and while Ron was an honored member of our region, it wouldn't be right to honor him alone while doing nothing in regard to our other friends. Also, if the trend continues to memorialize every friend that passed away, we'd soon run out of categories to honor them with. The assembled body discussed this at length, and it was decided that beginning with this Noreastcon, and at all future events, a roll of departed members would be read at the banquet honoring those that have gone before us. Before the meeting was adjourned I was given a list of six names of our missing friends. During my remarks at the banquet I explained what we discussed, and read the six names. When I was done, I looked up from my notes, and the entire room was standing. I believe this new tradition is one that is a suitable memorial for those we've lost in the year past, and will have more suitable words prepared for next year. The members honored are:

IPMS Toronto- Ron Lowery,  
IPMS Southern Maine- Cliff Hanes,  
IPMS Niagara Frontier- John Bishop,  
Lee Repolas,  
Bob Railhel,  
IPMS Stratford- Jim Hyslop

We also talked a little about freeing up some of the April events. As I've spoken to in the past, we have far too many events in the month of April. I'd like to see one or two move from that

month to give our region a better balance in our schedule. Location and timing being what they are I think it's important to every chapter to have an event that isn't in conflict with an event in close proximity to another. When that happens, every chapter is hurt in attendance by both attendees, and vendors. Well I'm quite happy to announce here that our friends over at IPMS Long Island are moving their show, RepLIcon to 31 March 2007. (More info on this event will be posted later)

Region 1 Chapter of the Year for 2005 was awarded to IPMS Wings and Wheels, a very deserving chapter. And 2005 Region 1 Person of the Year award went to a very surprised Ron Garland of IPMS Southern Maine.

Congratulations Wings and Wheels and Ronny G!! I'll say here the Mainiacs really did an excellent job of keeping Ron in the dark regarding the award. My thanks to Gordon Smith for nominating one of the good guys here in Region 1.

The 2007 edition of Noreastcon will be held in Fishkill NY, (Where's Fishkill?) and our hosts will be IPMS Mid Hudson, and IPMS Stratford. Again, more information regarding next years event will be forthcoming.

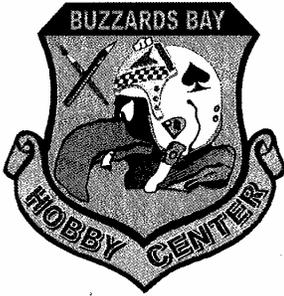
Also presented at the banquet was the ever popular Noreastcon Cup. This is awarded to the chapter who's members win the most awards in competition at Noreastcon. However I've been informed there was a miscalculation in the results this year, and IPMS Bay Colony was awarded the cup erroneously. I've been told that the correct winner this year is actually IPMS

Patriot. Negotiations are under way to ensure the cup is presented to the rightful winners. I've been told it will be cleaned before the hand over!!! Congratulations IPMS Patriot!! I guess the Bay Colony folks will be gunning for a win next year to make up for having to give the cup up. This should be interesting!!!

I was very honored to receive a copy of the History of IPMS Bay Colony. It a very good read, and is quite interesting. I'll also urge all chapters to write down your histories for future posterity. Thank you John Gisetto, and your lovely wife Bette for writing a fine document!! It will occupy an honored place in my library. I guess everyone is getting eye strain from all this reading, so I'll end the review by thanking Chairman John Nickerson, and his entire team that put together a great event for us this year. I'll also single out John Gisetto, Ray Rosario, Al LeFleche, Devon Terpenning, and Pip Moss for their hard work at the show and during preparation. Without their efforts this years Noreastcon would have just been another show. Well done Gentlemen!!!

Until next time, that is, if there is a next time..... Please share this with the officers and members of your chapter.

Semper Fi  
Doug Hamilton  
RC-1



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If recommended by an IPMS member,  
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Check out our web page: [www.ipmsusa.org](http://www.ipmsusa.org)

# BATTLEWAGON

*Bay Colony Historical Modelers*

## ***In Range:***

### **April 8<sup>th</sup> Meeting – John Gisetto Sr.**

1/35<sup>th</sup> Scale Puma (WIP) – Robert Magina  
1/48<sup>th</sup> Scale 02-B Sky Master (WIP) – Kevin Conlon  
1/35<sup>th</sup> Scale BR-52 (WIP) – Kevin Conlon  
1/35<sup>th</sup> Scale GMC 2 ½ Ton Truck – Bill Collins  
1/700<sup>th</sup> Scale I-58 – Mike Kenney  
1/72<sup>nd</sup> Scale Ju 88 Stuka – Mike Kenney  
1/72<sup>nd</sup> Scale F4U Corsair – Mike Kenney  
1/30<sup>th</sup> Scale Panther(WIP) – Gian Montecalvo  
1/35<sup>th</sup> Scale M3A2 Halftrack – Barry Farnsworth  
120mm Scale Confidential Informant – Ray Rosario

***Raffle: 1/700<sup>th</sup> USS Baltimore – Barry Farnsworth***

***1/48<sup>th</sup> I-16 – Chris Libucha***

***Glue – Terry Sumner, Joe Wierzbinski, Ray Rosario, Mike Kenney, Hal Marshman Sr.***

### **May 13<sup>th</sup> Meeting – Kevin Colburn**

1/35<sup>th</sup> Scale Flak Panzer I – Bill Collins  
1/35<sup>th</sup> Scale JS II – Bill Collins  
1/48<sup>th</sup> Scale Westland Wessex – Bob Don  
1/48<sup>th</sup> Scale F/A 18E (WIP) – Chris Libucha  
1/48<sup>th</sup> Scale Yak I (WIP) – Chris Libucha  
1/25<sup>th</sup> Scale 69 Mustang Boss 302- Gil Costa

***Raffle: 1/48<sup>th</sup> Scale P-47M – Winner Frank Knight***

#### In Attendance:

|                  |                  |
|------------------|------------------|
| Kevin Conlon     | Bob Magina       |
| Norman Robbie    | John Gisetto Sr. |
| Barry Farnsworth | Hal Marshman Sr. |
| John Nickerson   | Kevin Colburn    |
| Terry Sumner     | Frank Knight     |
| Ray Rosario      | Bob Don          |
| Chris Libucha    | Joe Wierzbinski  |
| Bill Collins     | Mike Kenney      |
| Gian Montecalvo  |                  |



#### In Attendance:

|                 |                |
|-----------------|----------------|
| Kevin Colburn   | Bob Magina     |
| Joe Wierzbinski | John Nickerson |
| Kevin Conlon    | John Gisetto   |
| Chris Libucha   | Terry Sumner   |
| Gian Montecalvo | Norm Robbie    |
| Gil Costa       | Bill Collins   |
| Tony Fallon     | Ray Rosario    |
| Stan Wright     | Frank Knight   |
| Bob Don         |                |

## *Up Scope:*

### *July 8<sup>th</sup> 2006 Meeting*

- **Host – Kevin Conlon –**  
96 Touisset Road  
Warren, RI 02885  
  
401-245-4627

Take 95 South to 195 East, follow 195 East over Mass line and take exit # 3. (Swansea Route 118 Exit). Go **Left** off exit and follow to **first** light (Cumberland Farms and White Church at the intersection). Take a **left** at the light and follow to the next set of lights. Go **straight** through the lights and follow the road to the right along the water. (When the road turns away from the water and goes up the hill) take third left at the top of the hill onto **Touisset Road \***. Follow Touisset Road until you pass the Touisset Engine 6 Fire Department. My house is the 2nd house on the left after the fire department. There will be a sign on the front lawn. ( Meeting)

\* Make sure you take the 3rd left which is Touisset Road not the 2nd left which is Touisset Ave.

### *August 12<sup>th</sup> 2006 Meeting*

- **Host – Gil Costa –**

***CALL 508-695-7754  
FOR DIRECTIONS***

### ***The President's Column* FROM THE BRIDGE**



Here we are at June, membership renewal time! Yup, we are now into membership year 2006 – 2007. Time to pay your dues. Still only \$10 per year. If you would like to pay a couple years in advance we can handle that. Mail your payments to me or see me at a meeting, checks to be made payable to Bay Colony Historic Modelers.

So, since the last time I wrote this column, we've done two make N takes, gone to Maine for 'Downeastcon 2006' and won the SMSM Award, again, and, oh let's see, I know there was something else, oh yes! NoreastCon 2006! We've been flooded, had methane trucks turn over on us, won the NoreastCon Cup, lost the NoreastCon Cup. Need there be more?

Well, I knew Rochester wasn't coming. Kodak had a big layoff that affected much of the club. (Phil made it though, and had a good time. He told me so.) If you remember, we had a week of rain just before NCon. People were watching the communities around the Merrimac River wash away on TV. We had an abundance of phone calls and emails, people concerned that they wouldn't be able to reach the hotel. We reassured as many as we could that the hotel was high and dry and the Mass Pike was open. (I think there were a couple that didn't get the

message.) The Friday morning finally arrives, and before I can leave the house I know that a tanker truck has overturned on the Mass Pike and traffic is dead stopped. And so much for my promise. So we drive through some heavy rain to go set up tables. We had a good turnout for setup. Some of the dealers were already there waiting to set up their goods. We have a few minor problems but nothing we couldn't handle. Because of the delay on the pike, people are sitting in traffic for 3 hours or more. Most arrived late but we had a good turnout of models for a Friday.

We held the silent auction we promised that evening. Some great bargains were had by those that attended. Many of the expected participants were late arriving and were busy trying to obtain food and drink. We did raise \$182 for Hobbies for Hero's. The Model Trivia Showdown never happened. We couldn't get the teams in the room at the same time. So as things closed down and the last people wandered away I got a chance to look at the models, all by myself.

Saturday morning brought sunshine and a waiting line for the Pancake Breakfast. Breakfast was a hit and we were off and running. People and models were streaming in. By the time registration ended we had 112 entrants and 500 models. (536 if you counted all the models in the collections.) The tables were crammed full, (not all the categories though). The hall was so full of people the judges asked that the hall be closed for judging. You know that wasn't in my plan. I saw their point though. We agreed to close the hall for one hour to get as much judging done as possible without interference. So I apologize to anyone that was inconvenienced by this decision, I assure you it wasn't made lightly. So the judges were busy. I had seminars to get going, etc. Meanwhile the hotel put out lunches, I think that went over well. A couple of our guest veterans didn't make it. Rocky was there with his books and Roger Van Dyke made an appearance. (Roger had been wandering around

checking out the models and vendors for a couple hours, enjoying himself, before anyone told me he was there.) Roger was an A-4 pilot flying off the Hancock over Viet Nam. He was a good talker and answered many questions.

4:30 arrived and we closed the vendor hall. Time to clear the room for the banquet. John Gisetto took over this effort. I got ready to close the display hall at 5:00 so we could lay out the awards. Pip Moss had been inputting data most of the day, cleared a major hurdle when the computer wouldn't talk to the printer we had. Pip raced home to get his own printer. We had been talking about computerizing for months and Pip designed the database which really did work like a champ, despite what you may hear. Once we had the correct printer it started spitting out the results which did help our effort. So it's 6:30, trophies are all laid out, people are milling around outside the banquet room, enjoying a drink and hors d'oeuvres, and I'm heading for my room to change. Get back in time to make a quick pass by the bar then open the doors to let everyone in.

As chairman, I got to be MC, or maybe it was because no one else wanted to do it. I welcomed everyone and thanked them for coming. Then set right to business and set the table order for going through the buffet line. Remember the trivia questions we didn't use the night before? The head table got a free pass, (going first), and your table had to answer a trivia question to get in line. The food was quite good. With dinner out of the way we moved on to the important stuff.

I explained to the crowd that the methane truck was planned. Every memorable NoreastCon had a special event or happening to mark it. This would be the year with the rolled over truck. Someone from the Maine table called out that they hadn't been affected. Another voice called out, that they hadn't reached home yet, either. I spoke briefly about some of the problems we had trying to put the event together. We had

some leftover raffle stuff and some I saved. A single raffle ticket had been placed at each place. I explained that if it was something you didn't want to just call out Hobbies for Heros and we would send it overseas. We got a few kits for H for H. Frank Baehre won one of the AutoArt cars and his wife another. Someone from Granite State won the BearAir Airbrush. But the highlight was when a gentleman down back won one of the cars and sent his son, Jeffrey, to pick it up. Jeff's about 6, and he thanked me for the car and for the trophy he won earlier. A few moments later Jeff won another car on his own ticket. The last car was raffled and the winner called out, "give it to Jeffrey". I was going to ask if he knew the value of the item he was giving away, but bit my tongue. Jeffrey was very happy to take that car off my hands.

Doug Hamilton, Region 1 coordinator, was called forward. John Gisetto presented Doug and myself with our own Gold Editions of the club history. Doug also assisted us in giving out certificates for 35 years of perfect attendance to Art Loder and Bill Ellis from NENY. We also presented them and Northeast NY with a framed Noreastcon 2006 flyer that was signed by members of the committee and Doug, as a thank you for starting the tradition of NoreastCon, 35 years ago. Giving the floor to Doug, he read off the names of the region 1 deceased of the past year, as we stood in silence. He announced that next year NoreastCon would be in Fishkill NY. Doc Wiseman, from Hudson Valley, gave a rundown of the plans as they stand and the arrangements they are trying to make. Moving on, Doug announced the Region 1 person of the year as Ron Garland from Southern Maine, the chapter of the year went to Wings and Wheels, and the NoreastCon Cup goes to ..... Bay Colony!!!!!!! Yes that's correct, Bay Colony! I then had one more award to hand out, explaining that John Gisetto was responsible for pushing for the Italian theme buffet and was adamant that one of the selections be spaghetti and meatballs, I presented him with the first can off the

assembly line of 'Chef Gisetto's Spaghetti and Meatballs with special Noreastcon spices'.

Now was the time to pull the ticket to decide the winner of the Me 262 print we had been promoting. The ecstatic winner was Bob DeMaio from the Long Island chapters. It was his birthday! The deck was stacked against the rest of us. Bob was overheard to say as he sat back down next to his wife, "...that wedding photo is coming down!" I now turned the podium over to Al LaFleche, Chief Judge; Devon Terpening, Contest Chairman; and Pip Moss, Patriot Chapter Co-chairman, and they read out the awards.

Charles Rowley won Best Automotive and Best of Show with his Seagrave Tractor Drawn Aerial Ladder Truck. Our theme awards, Best 35 Year Old Model – OOB – went to Paul Jendeizyk's 1935 Morgan and Best 35 Year Old Model – anything goes – went to Randy Lutz for his Ki 27-Ota "Nate".

With a little clean up we were done. One W&W guy, the rest Bay Colony. I really do have to thank you guys. You really stepped up big! I don't think I saw anyone but Bay Colony people at the front table. It means a lot to me when I see you come through like that. Again, my thanks.

Early Sunday afternoon I received a phone call from Pip. He had reviewed the numbers and in fact Patriot had won the NoreastCon Cup! He was double checking, looking for the mistake. In another phone call later that evening Pip explained that the split categories had fouled up the calculations and it was true. We would need to release the info to the public and transfer the Cup to Patriot. Next year the cup is ours! Start planning for Fishkill!

And now on to BayCon!

As always, you can reach me on the web at [jjnick@lycos.com](mailto:jjnick@lycos.com).

God bless America! Happy modeling and give kits to kids!

John J. Nickerson

## Poll Results:

**How much time do you spending modeling in a week?**

41 Votes were made

- 22 – 1-5 hours
- 8 – 5-10 hours
- 6 – Over 20 hours
- 3 – 0 hours
- 2 – 10-15 hours

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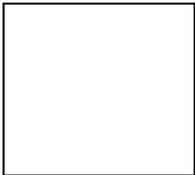
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