

THE STYRENE SHEET

VOL. 42, No. 8 WWW.SVSM.ORG AUGUST 2008

A Publication of the Silicon Valley Scale Modelers, A chartered Chapter of International Plastic Modeler's Society, USA branch.

SLAKING A LOOK UNDER THE HOOD (Part 2)

Summary of opening from Part 1 (July Issue Styrene Sheet)

The name Carroll Shelby, and the Cobra sports cars he made famous, are legendary. But a lot of the facts and details have been forgotten in the ensuing 40 years since that remarkable time. Back in those days most of the action was taking place in Europe. By 1963 American drivers had made a big splash on the continent. Familiar names like Phil Hill, Martsen Gregory, Briggs Cunningham, Dan Gurney, Bob Bondurant and even ole Shelby himself. There was a sense that Americans were some of the best drivers in the world, but they all drove those European cars for European teams. All this changed when Carroll Shelby got the idea to squeeze an American V8 into a relatively obscure 4 cylinder British sports car, the AC Ace. The result, the Shelby Cobra, changed the sports car racing world forever.

In this article I describe how to build accurate replicas of two of these historic racing machines.

1963 FIA 260 Cobra (CSX2127) (From Part 1)
(all photos courtesy of Andy Kellock and his expertise)



1964 427 Ken Miles Cobra (CSX2341)



A Tale of Two Cobras
By Andy Kellock

Even though the small block Cobra had blisteringly fast acceleration it's top speed was limited. Since the big goal was to beat Ferrari, especially at LeMans where speeds were already in excess of 200mph on the long Mulsanne straight, Shelby experimented with Fords new side-oiler 427 engine in the Cobra. This car, CSX2341, was raced exclusively by Ken Miles through the 64 season with both 289 and 427 engines. The car was heavily modified throughout the season, as Shelby tinkered with engine and transmission swaps as well as many suspension modifications in an attempt to find the perfect set-up. The car was literally different every time it raced that season, and it's a testament to Ken Miles' skill that he won as many races as he did in this car. The 427 test mule was more successful on ovals than road courses due to the excessive front end weight with the big block. Ken Miles hated the 427 in this car, particularly when it would bog down in sharp corners, and lovingly referred to this car as The Pig.

(continued on page 3)

Editor's Ravings – this month's editor, Mick Burton

Thank you ALL who came through on such short notice to participate in my “3M” club contest, aka “MiGs, Mopars and Marines”. Mayhaps not the most likely of combinations ever to occur, nonetheless part the fun of creating an “in house” contest, they can be a little more “creative”. We may not always have huge turnouts but seems most often than not we have huge fun with them, which is more the point as well as to inspire us.

Speaking of huge turnouts, the editor amongst many others made it up north despite Caltrans' best efforts to thwart us (seems Sacramento is everywhere diverting “the people's business” these days doesn't it? ☺) I am referring to the VERY SUCCESSFUL IPMS Dragon Lady contest in Yuba City. They experienced a major increase in their turnout from last year (which was already quite a show considering it was only second one!) Vacform category (yes, guilty as charged your editor is totally biased for this remaining in competition listing) had major combat in it this time, with SVSM taking home 2 trophies in the end out of over 11 entries there. A great number of awards were taken by Silicon Valley and Fremont club members, which hopefully will mean we have counter attack mass entries come at us from North in near future. Single Engine Prop 1/48 had turnout that resembled an IPMS Nats more than a local!. If you missed this show, my condolences. Hosts really put on a party and everyone seemed to clearly have a good time. Bonus was how judging teams really worked “many hands make light work” concept to perfection, the awards ceremony started 30 minutes ahead of schedule! Our Regional Coordinator worked hard to implement this very phrase into action and didn't realize how personally he was to benefit that day with it. You see, he was recipient of a surprise birthday cake and celebration at after contest dinner, which couldn't have come off so well had the whole “behind the scenes” operation run slowly.

My thanks to everyone who participated, not only the entrants but judges and helpers, you make it all worth it.

This issue sees the current completion of Andy Kellock's marvelous automotive model and history lesson. I for one pray for his being bit one more time too, as he intimates in his conclusion. Should again prove a great read as well as build. I've gotten a “Grand” submission of an article for an upcoming Sheet, you'll have to wait for it. Your editor next month is going to be our wonderful William and he's already got something “Pig” to publish, thanks to/duo our member's modeling . Regional R-9 is a week away as I write this. Hope to see some of you, if not maybe you were blessed to be able to check out the Beach. In any case, may you have a model day ahead -enjoy!

SHOCK! THERE'S A CLUB CONTEST FOR NOVEMBER 2008

Simply as a way to celebrate the holidays in an inappropriate manner, of course. Hope you'll all fork over with an entry or two. Baste yourself in buttery afterglow from carving up the competitors servings

THEME IS

“Turkeys, Tailfins, TOWs & Targets”

Don't try understanding the relationship, it was merely a riff on the fact this year we as a club celebrate passage of 44 years plus as a scale model club (the “4” being the slight catalyst, look for any more support and expect a “404” response (site or information not found)) You will however, find it easy to make an eligible “Turkey” Do any version of Grumman Avenger, or any subject serving at any time with the Turkish armed forces (there's a large range of aircraft for one). Create a “Wild Turkey” NASCAR scheme! Tailfins, not so hard. Of course cars of the 50's and 60's come to mind, also eligible but only slightly are “fishy” subjects (anything named for a fish) TOWs will be accepted easily in form of TOW (missile) equipped carriers such as Hummers, Jeeps, Helos, or an infantryman. Also eligible are Target Towing ships or aircraft, aircraft in utility squadron schemes. Gliders all of course are by definition “TOW” eligibles. Targets will be acceptable strictly as that, mission designated such as target drones, gunnery targets. No stretching to include favorite malignments of your fellow member's preferred model subjects (aka simply saying they're any type of tanks, airplanes, ships...) Have fun contriving an entry!

A TALE OF TWO COBRAS Completed (continued from page 1)

1964 427 Ken Miles Cobra (CSX2341)



The basis for this model is the old Monogram 427 Cobra, which like the AMT kit has seen many re-issues. There was a nice limited edition commemorative version of this kit released in 1998 which includes figures of Ken Miles and Carrol Shelby, but this and all versions of the kit can only be built as the street version. However, a few modifications are all that is needed to build a replica of Ken Miles 64 racer. This kit is one of Monograms best car kits. Not only are the moldings accurate, but the kit is well engineered so that it goes together without too much fuss. There are very few ejector pin marks and the seams are minimal. I would say the low point of the model is the longitudinal seams that run right down the center of the fender tops. It's too easy to sand flat spots into the tops of those curvaceous fenders, which don't really show up until the paint is shiny and finished, but if you sand gently, or use a curved buck, then you can avoid this.

The kit is molded in a metallic blue which is pretty close to the Guardsman Blue used on the real cars. I was tempted to polish the plastic and leave it at that, but there were too many swirl marks in the plastic for this to be an option. After cleaning up the seams I primed the body with Plastikote primer and then used Guardsman Blue lacquer from Model Car World in North Carolina. This company makes 1 or 2oz jars of lacquer paint that matches almost any factory color and I use them for most of my models. I wet sanded both the primer and in between the blue coats with 600 grit paper and then shot Tamiya Gloss clearcoat. I used two coats of clear, wet-sanding in between with the 600 grit paper. 24hrs after the second clear coat I rubbed out the finish with automotive detailing compound which provides a high gloss finish yet is suitable for more painting or decaling. For the white stripes, I started off by trying to use the Monogram decals. But they were thick and it was very difficult to get them to conform to all the curves, especially around the front grill and hood scoop, even with setting solution. So, I resorted to painting the stripes. I masked off most of the body with Tamiya tape and then shot Tamiya Pure White. I used several light mist coats so the paint wouldn't build up at the tape edges, or run underneath the tape.

The rest of the kit was built pretty much box stock. This was the Miles/Shelby commemorative version. They included a roll bar and a small cut-down windshield for the driver only as the only concessions to the racing version, but they left the engine with the single four barrel carb and paper filter air cleaner which was only used on the street machine. All the racing machines used multiple Weber carbs. So I modified the engine to accept the

Weber carbs and intake manifold from the AMT kit. However, the AMT kit is 1/25 scale whereas Monogram kit is 1/24, so the intake manifold didn't fit. I scratchbuilt my own intake manifold from plastic sheet and used the AMT Webers with the same plumbing fittings I used on the 260 version. I added the same resin distributor as before, and fully plumbed and wired the engine, but the rest of the engine and engine bay was as supplied in the kit. The Halibrand wheels were supplied in the kit, but they were chrome plated, so I left the rims plated and painted the spokes and wheel centers with white primer. The knock-offs were painted Testors Steel. The tires in the kit are the infamous Goodyear Big 'n Little pair that are in every Monogram kit from 1988 to the present. These tires debuted on either the 32 or 37 Ford hotrod and look great as hotrod tires, but don't do very well for race cars. The rear tires are acceptable but the fronts are too small in both diameter and width. I replaced the front tires with some from the spares box and added tire lettering from Shabo. These are rub-down letters and I much prefer them to decals because you don't get any silvering because there is no carrier film. I find that the lettering sticks better if you apply a couple of coats of Future to the sidewall first. Then to protect the lettering and dull down the sidewall I apply a couple of coats of acrylic flat clear. My favorite is Polly S, although the new Testors Acryl works well too.



Interior is right out of the box. I added the same details as I did with the AMT Cobra – Bare Metal Foil instrument bezels with 5 min epoxy “glass”, seatbelts made from cartridge paper with photo-etch buckles. Floor and instrument panel is flat black with semi-gloss black seats. The windshield was attached with Future. Headlights and tail-lights and other external hardware were left kit chrome. Again the headlights were taped over with Chartpak tape and the tail-light lenses painted with Tamiya Clear Red. Headers were flat white with weathering done with drybrushing and washes. For the decals, the gumballs and numbers were from the kit, although I had to use two sets of gumballs since the white wasn't opaque enough, especially with the white painted stripes. Most of the sponsor decals came from the kit, although I had to add a few others from my spares box. Lastly I added a British Racing Drivers Club decal to the center of each door. Ken Miles always had one of these on the doors of every car he drove, and it's a serious omission from the Monogram kit. I couldn't find one anywhere, so I scanned in the logo from the Club website and printed my own.

Like the AMT Cobra, this is a very well done kit that builds into a nice replica. Monogram really did their homework well and the lines on this model capture the look and feel of a real Cobra.

So there we have it. Replicas of two very significant American sports racing cars. Now all I have to do is build Accurate Miniatures Grand Sport for the other chapter in this saga.....



***WHILE WE'RE STILL ON THE SUBJECT OF RACING NOW'S PERFECT TIME TO REMIND
"HOT AUGUST NIGHTS" is the August SVSM Club meeting Contest Theme***

Eligible contest entries are ANY HOT ROD, or Desert Related Subject. Welcome also will be Bonneville Salt racers, Afrika Korps or Montgomery's retorts to same, 1991 or current use Gulf War, Italian menaces to scary Ethiopian tribesmen, Suez Conflict, World Rallye Cars, Operation "Torch" subjects among other ideas.

ALERT ALERT ALERT ! No I'm not purporting the world needs more Lerts...I'm calling your attention to:

ERIC'S BIG ADVENTURE!

Thanks due intrepid doggedness of one of our long time members in both SVSM & Fremont Hornets clubs Here tis:

First annual (maybe) IPMS SVSM and Fremont Hornets Field trip. Trip Director : **Mr. Eric McClure**

We are going to the California Aerospace Museum in Sacramento on Sat. Sept. 20th. Admission to the museum is \$8.00.

We'll meet at the Park & Ride lot on the Mission Road exit off of 680 in Fremont (the one just before you start climbing the hill). We should start meeting at 8:30 and leave at 9:00. If we get enough people who want to leave earlier, I'm willing to change the start time. It's approximately a 2 hour drive. The plan is to convoy ('80's flash back) everyone up.

If you want to organize who travels with you before we get there , that's fine with me. But I would like each car to have a cell phone in it if someone gets lost. They are open till 5:00 (don't know if I'll stay that long). Some have talked about hitting a hobby store in the area, that's up to your car group. Let me know if you want to go. Email: pem4a1@comcast.net

July 2008 SVSM MEETING as recorded by Messr Chris Bucholtz & Messr Bill Ferrante

At the July meeting... Steve Travis said that our veteran's hospital drive has \$755 and needs models to deliver to the VA. BCT Hobbies in Hollister is selling us snap-together kits at cost, helping us stretch our donations to the fullest. Robert Morgan donated \$800 worth of models, and Bill Bauer donated some snap-together kits directly. The costs of the kits have gone up, so Steve has dropped the donation from 25 to 20 kits every quarter.

Eric McClure is planning a club "field trip" to the California Aerospace Museum in Sacramento on Sept. 20. Contact Eric at the next meeting for details and to set up carpool arrangements.

In Model Talk... Mike Burton's recent infatuation with military vehicles continues with Italeri's Studebaker and Katyusha rocket launcher system, also known as "Stalin's Pipe Organ." Mike's also just gotten the tracks on an Italeri LVT tractor, which is finished in U.S. Navy intermediate blue, the accurate color for these Marine-movers. Mike O'Leary is finally on-board with the Tamiya P-47D; he says his razorback is a great kit. Robert Morgan had his own 1:48 Tamiya Jug as well as a diecast F9F Panther from Hobby Mart and a good old Airfix 1:72 Gloster Javelin in an early stage of construction. Finally, Robert's at work on a 1:144 B-47 Stratojet, inspired by Jimmy Stewart in "Strategic Air Command." Shervin Shembayati says Revell's Horten Ho 229 fits very well, although the nose wheel was difficult to get into place. He painted the flying wing with Model Master colors. Shervin's also started a Hobbycraft F-89 - 10 years ago! He has the Scorpion out and noticed some errors he made with the fuselage, so he may be replacing it with an Academy kit. Shervin's also ventured out of 1:72 to build a 1:48 Bf 109G-2 in Finnish markings. Jack Clark's monthly output was a Revell 1:72 Su-22 "Frogfoot," Doyusha's 1:40th stagecoach and a Jaguar XK120. Ben Pada says the Hasegawa 1:48 Saab Draken is a great kit - if you like puttying and sanding! Ben's also build a Tamiya 1:48 P51D with a True Details interior and a Hasegawa Bf 109, finished using Eagle Strike Decals. Steve Travis built the Arii 1:48 Bf 109 as his final model behind the counter of the hobby shop he worked at; he hand-painted his Messerschmitt. Chris Hughes is wondering if Dragon builds its own 1:72 armor kits; the fit of his M4A1 was terrible! The bogie brackets were a mess and he had to re-do all the suspension arms, to boot. Roy Sutherland's Tamiya P-47D is painted and outfitted with a set of markings soon to be released by Barracudacals. While the Thunderbolt was in 1:48, Roy's new masters for an interior for the Bf 109G-6 is in glorious 1:72. While he was in a German cockpit mood, Roy also painted up the interiors for a couple of 1:48 Fw 190s. Dave Hansen's Tamiya Corsair in 1:72 is not an F4U but an F3A-1, a Brewster-built example that flew with two U.S. training units. Dave's will be the one based at NAS El Toro. Dave's also building Hasegawa's over-engineered F-4B Phantom in 1:72 as a gift for a friend who flew with VMA-115. John Carr's first ship model is the SMS *Koenig*, and he was astonished by the amount of money he could spend on photoetched parts and turned barrels. Also working the World War I German Navy angle was Hanchang Kuo, who built Kombrig's SMS *Freiderich der Grosse* in 1:700 scale. Hanchang's also planning to work on a Horizon-class frigate, a ship used by the navies of France and Italy; the model is a test shot resulting from an ill-fated partnership of two companies that's since fallen apart. Chris Bucholtz had the decals on his Sword FM-2; they depict the plane flown by Joe McGraw at the Battle of Samar from the U.S.S. *Gambier Bay*. Joe Fleming's modeling cornucopia included a Hasegawa 1:48 P-38J Lightning, a Hasegawa Bf 109E-3 backdated to an E-1, an Eduard Yak-3 and its stablemate, the Accurate Miniatures Yak-1; an Eduard La-7, which Joe is in the process of weathering; a Tamiya 1:48 Mosquito that survived an accident that broke the model's spine and messed up the canopy; and a Tamiya Swordfish that presented all kinds of fit problems. Joe built the Stringbag as a floatplane. Joe also built an Italeri AV-43 in a 1950s Italian State Police paint scheme, a 1:48 Tamiya Crusader tank that "just falls together," and a 1:48 GAZ that will probably join one of the aforementioned Soviet fighters in a diorama. Joe's Tamiya Churchill has been partly-assembled for 10 years, and he vows to finish off the tank soon. Joe's diorama "Brothers In Arms" features an Academy M3 on its side and sculpted figures by Mike Bedard helping a wounded soldier to safety. Topping it all off were a Tamiya Fw 190D-9, a Tamiya Do 335 and two Tamiya F4U Corsairs. George Creed was visiting from the Southland; he brought up the Anigrand Soviet shuttle Buran he's working on, as well as the new Anigrand 1:144 C-141 Starlifter kit. He hopes to have both ready for the nationals. Alan Weber is into 1:700 carriers; he started building the Dragon *Essex*-class carrier, but switched his attention when they brought out a long-hull version, hoping to build the *Princeton* as she appeared when his father was serving aboard her. Just because he had it, Alan also did some work in the old Hasegawa *Essex*-class carrier, which he abandoned when it was about 60 percent complete. Alan has honed his ship modeling skills with Tamiya's 1:700 *Fletcher*-class destroyer. In addition, Alan has done some preliminary work on the new Trumpeter 1:32 F8F-1 Bearcat; he's really waiting for the -2 release to come out. Geoff Abreau used Gunze paint to put the final touches on his Hasegawa 1:48 Hs 129 tankbuster. Kent McClure is determined to finish his Maquette take on the old Frog Fairey Delta experimental plane, even if it does mean finishing it in Model Master magenta! He's also done a lot of preliminary work on the old Monogram Digger kit, and he's digging into some actual cars, namely a Alfa Romeo 33 by ME Models and a Precision Models C4K. Both are white metal and 1:43 scale. Also on Kent's plate is a P-40F from HobbyCraft, which he plans to build as Robert Baseler's "Stud." Andy Kellock's slightly larger scale 1969 Ferrari 34P from Fisher is a "beautiful loser" of a subject. The vacuformed glass areas were attached using Future floor polish as an adhesive. Andy also scored a very expensive K&R Replicas 1953 C-Type Jaguar as a built up for \$75; he had to scratchbuild a windshield and finished the model in H&W British racing green. Ron Wergin has heard both sides of the debate over the color of his 1:48 Ki-84 Hayate - some say brown, some say black.

Ron's going with black. He also completed an Accurate Miniatures Yak-1 and built Tamiya's 1:700 IJN Isuzu cruiser, and his armor collection grew by two this month: a Panzer III from Tamiya, outfitted with a new barrel and a tank commander figure, and Trumpeter's E10 "paper panzer," which Ron says is a very nice kit. Cliff Kranz got a yen to built Tamiya's A6M2-N "Rufe" float plane and completed his example in just two months. Randy Ray's KV-1 now sports a custom slogan hand-painted by Randy on its turret (the only part built up so far); Randy worked on it during the D&J Hobby sidewalk sale. And the Model of the Month goes to...Geoffrey Abreau and his Hobbycraft Sea Fury. Geoff built the model largely out of the box, adding decals from Mike Grant to create a Cuban fighter.



In our club contest, MiGs, Marines and MOPARs, we had strong turnout of contenders. Andy Kellock brought his converted AMT "Superbird" NASCAR machine, which was treated with far more care than the typical model stock car. His Marine Corps F4D-1 Skyray came from the Airfix kit and was built at about the time it first came out. Cliff Kranz built his AMT 1965 Cornet in 1965, and modified it into a funny car. Frank Babbitt built a MiG-21 from the Revell kit many years ago, and converted it from an MF to a PF, and finished it in Finnish markings. To show his growth, Frank also had an Academy MiG-21MF in Angolan markings, which was far better and more ambitious in its finish. Mick Burton's ICM MiG-31 is a bit of a step up from the Revell MiG-31 which he also had present, although not completely finished. He fought his way through MPM's 1:72 MiG-9, building it as the very first MiG jet fighter. His trusty Monogram 1:72 AD-5 in Marine colors took care of the USMC aspect of the contest and his XP-47H Thunderbolt – with a Chrysler engine – was his MOPAR entry. Eric McClure took an old Squadron metal figure and swapped his M16 for an M14, and he also had a Chrysler-powered entry in his M3 75mm motor gun carriage. And the winners were... In the MOPAR category, Andy Kellock's Polar Lights' No. 43 Richard Petty Charger, finished in the classic blue-and-orange of the early 1970s. In the MiG category, the award went to Frank Babbitt for an Angolan MiG-17. Frank's Fresco is a true work of art and it comes from the Hobbycraft kit. And the winners in the Marine category were Chris Bucholtz, with a 1:72 Marine Corps F9F-5 Panther flown by Ted Williams, which he built from the Matchbox kit, and Eric McClure's Marine pilot figure, which came from the Series 77 line. Eric built this flying leatherneck for the Seattle IPMS Nationals!



Congratulations Geoff Abreau for your Model Of the Month Winner! GO NAVY



WHAT WERE THEY THINKING?

A peek inside the minds of the models on the table!

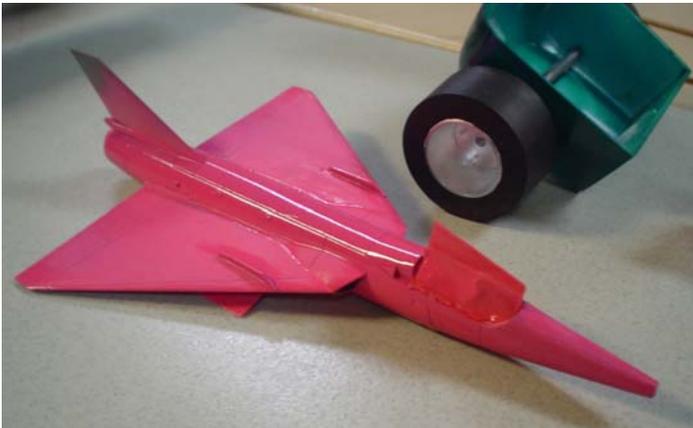
July 2008 SVSM MEETING edition as overheard by Mick Burton as he shot pictures

"Yea, laugh now, wait til I'm done!"



" First thing, I'll shoot Burton's AD-5 so WE NEVER HAVE TO SEE IT AGAIN!!! ARGH! Captain McClure, make it so."

" SO glad he publishes in black & white"



"Now, when WAS the Water Related Contest??!"



UPCOMING EVENTS CALENDAR AS OF SVSM MEETING 08-15-08

Saturday, September 6 2008

IPMS/Reno High Rollers host their 9th Annual Model Contest at the Desert Heights Elementary School sited at 13948 Mt. Bismark, Reno, Nevada. Contact Doug Summers 775-835-0140 or at ghpltd@aol.com

Saturday, September 20

Oregon Historical Modelers Society host Region 7 Evergreen Air & Space Museum Show and Contest 2008 At the Evergreen Air & Space Museum, 500 NE Michael King Smith Way McMinnville, OR

Saturday, October 11, 2008

IPMS/Orange County hosts OrangeCon 2008, the Region 8 Regional, at the Pavillion of the University Conference Center, California State University Fullerton in Fullerton, CA For more details, contact Nat Richards at (949) 631-7142 or e-mail him at ocipms@aol.com, or visit the club website at www.ocipms.org.

Saturday, October 18 2008

IPMS/Fremont Hornets host their "Tri City Classic V" at the Newark Community Center, 35501 Cedar Blvd, Newark CA. Theme is "The French Connection" with several special awards keyed to this as well as numerous "Best" in category. More details will be announced as the year unfolds and their website will also have updates.

Saturday, November 1 2008

The Antelope Valley Group presents Desert Classic XII at Antelope Valley College, 3041 West Avenue K in Lancaster, CA. For more details contact Mike Valdez at (661) 304-4941 or e-mail at mikevaldez151@msn.com or visit the club website at www.avg-ipms.org.

Saturday November 15 2008

IPMS/ Craig Hewitt Chapter presents Region 10 ModelZona 2008 at the Commemorative Air Force Museum 2017 N. Greenfield Rd., Mesa AZ. Contact Keenan Chittester 480-636-9720

Sunday March 1 2009

Pasadena Modelers Society and CFE present 20th anniversary Valley Con 2009 model building competition, swap meet, exhibitions and workshops. Held at Pasadena Civic Center 300 East Green St , Pasadena CA. For more information contact pasedenamodelers@verizon.net

Saturday April 18 2009

IPMS/Silicon Valley Scale Modelers host their SVSM 2009 Kickoff Classic at the Santa Clara Convention Center, 5001 Great America Parkway, Santa Clara CA. Theme is "Summer of '69: 40 Years Later". Offering competition in 49 Senior, 5 Junior and 4 Youth categories along with a raffle, displays and special events tba. Vendor contact: gregplummer@gregplummer.com, see also club website www.svsm.org for updates.

CLUB EVENTS REMINDER CLUB EVENTS REMINDER CLUB EVENTS REMINDER CLUB EVENTS

August SVSM Meeting – "Hot August Nights Theme" for club contest (see elsewhere in this issue for details)
September SVSM Meeting – "Fun'd Raiser" for April 2009 KO Classic (exchange paper for plastic, you know)
October SVSM Meeting – "Missiles of October, Air Racer Fete, Orange & Black Ball" themes for club contest
November SVSM Meeting – "Turkeys, Tailfins, TOWs & Targets" theme for club contest (details in this issue)

NEXT MEETING:

7:00 PM

FRIDAY

August 15

At the

Milpitas Library Community Room

40 N. Milpitas Blvd

Milpitas, CA

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