

July 2018
Vol 42, Issue 7

The Pylon



The newsletter of the Western Reserve Chapter of the International Plastic Modelers Society

Next Meeting:

Saturday, July 21
Euclid Public Library
631 E.222nd St.
1:15PM

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Bob Sitek Collection Auction

Build & BS Meeting too



From the President

Hello gents, I hope all is well. I'm sure some of you got to see the *Hot Wheels 50th Anniversary* show on History Channel. They gave a good history on the brand and origins of the product. They also showed how the new cars are designed with Autocad but that they still have a modeling department for refinements and still use an airbrush for concept models. Looks like a really cool place to work! If you missed it I'm sure it will air again.

See you all next Saturday.

Joe Barteld



I'm a big fan of Hot Wheels – Ed.

From the Editor

Its Auction time! Yes, it's finally time to get the late Bob Sitek's collection out of my basement and into yours while benefiting the Hospice of the Western Reserve. About three dozen books and kits were snapped up during the "buy now" event but that still leaves some 190 more items to auction off this month. With that in mind the auction is going to start as early as practical, say 1:20PM, and will move quickly. By now everyone has seen the list and know what they have interest in buying and so I don't plan on dawdling much.

As mentioned above, all the proceeds will be going to the Hospice of the Western Reserve and/or Bob's widow. The remaining kits and books will end up going to the veteran's center and into the WR and CMS raffles.

July is also our regularly scheduled Build & BS meeting. No reason why we can't have a Build, BS, Bid and Buy meeting. Bring a kit along with cash this month.

See you Saturday!

Kirk Ballash



Gretchen tells us that the head of Hot Wheels R&D department, Jack Ryan, was instrumental in developing the Hawk and Sparrow missiles at Raytheon.

(He also designed the mechanics for the Chatty Cathy doll)



Danica got a Hot Wheel version of her car. Oh yeah, they paid for her full size one too

Meeting Minutes from June

The June Western Reserve meeting was held on Saturday the 15th. We had 14 members in attendance. The meeting got started after about a 20 minute friendly gab session. We had one guest member and that happened to be Tyrone Walker's son Gabriel. Welcome Gabriel! Gabriel has built a couple or more models and seems to like cars. Like a good father, Tyrone is trying to see if his son will join the flock so to speak! Only time will tell, but we hope to see more of Gabriel in the future. We covered officer reports and Ted gave us one on the treasury. While the club's treasury is doing well, it seems we are about \$118 in the hole for the raffle. Ted thinks we should be able to recover from that and get the money back. As we have talked before in the past, the better the selection and quality of the models in the raffle should mean more ticket sales. This in turn then should hopefully net us more money in raffle ticket sales.

Chapter Contact Kirk gave us an update on IPMS and told us the club will be sponsoring a category at the forthcoming IPMS USA Nationals -- OOB Civil, Sports & Racing Aircraft. We talked a little more on our recent Regional show that we held at the Crawford museum back in April.

For the July meeting we will be having the Bob Sitek Collection Auction so remember to bring some extra cash. You never know what you just might need! As an incentive to get people to build what they bought at the auction, we will be having a contest of sorts for the July 2019 meeting. We will talk more of this at the July meeting.

Last month we had our Quarterly contest and the theme was D-Day. The models on the tables starting with the theme side were as follows: Although Dave Virant couldn't make the meeting he had Kirk bring in his Tamiya 1:48th M4 Sherman Firefly tank. Tyrone Walker brought in his Trumpeter 1:35th scale LCM-3 landing craft, and Robby Goldberg brought in his Tamiya 1:48th P-51B "Hot Pants" from the 370th Fighter Squadron, 359th Fighter Group. John Camper brought in his Airfix 1:72nd C-47 Skytrain, and to round out the group Jim Davis brought in a cool diorama he made called "The General makes a visit". This consisted of a Tamiya 1:35th scale Dodge 3/4 ton weapons carrier and a Tamiya 1:35th M3 Stuart along with figures. This diorama depicted Jim's uncle's tank. Sadly Jim's uncle was killed in the war.

On the non-competing side of the table we had my in-progress Special Hobby 1:72nd CAC CA-12 Boomerang and Tamiya 1:72nd A6M2b Zero Type 21 which is also in-progress. Kirk Ballash brought in his completed Airfix 1:72nd Spitfire Mk.22 Racer for display only, along with the Sonny Anderson Memorial Best Air Racer award he won with it.

Sometimes during a contest it's hard to find judges so John Camper got out his invisible lasso and rounded up a few! After we were done judging the winners were: 3rd place to John Camper for his C-47 Skytrain, 2nd place to Robby Goldberg for his P-51 Mustang and 1st place went to Dave Virant for

his Sherman Firefly. Congratulations everyone! We also had a few items for show and tell courtesy of Kirk Ballash. Kirk brought in his Mark 1 Models 1:144th Bristol Beaufighter and the same company's WW1 German P and Q class "Night Intruders" Zeppelins which were also 1:144th scale. Neat stuff!

Since it was a contest month we had a raffle that day. There were a lot of really nice items in the raffle too and all of them were relatively modern and new kits.

And that is all! A good meeting once again.

Jon Hudak, WR Secretary



Want something to do?

Props and Pistons Festival, Aug 18-19, Akron-Fulton Airport - <http://flyohio.wixsite.com/papf>

What the Heck is That?

Last month the *What the Heck?* was the Churchill AVRE Bobbin, a carpet layer variant designed for the D-Day invasion.

As the Allies planned for the invasion of Normandy the British began to take particular interest in the unique problems involved in large scale beach landings. At the beaches intended for the British landings reconnaissance determined there was a lot of soft blue clay which would “likely impede trafficability”, even before you factored in the Germans. Enter the 79th Armoured Division and General Percy Hobart. The 79th designed equipment and vehicles for special battle conditions. Hobart and his group took a mat-layer and bobbin design first used at Dieppe and improved upon it, creating a more sophisticated model for use with the Churchill AVRE that also allowed for the use of other equipment on the brackets.

The bobbin attachment consisted of a steel frame with two arms, which carried a canvas mat wound on a large bobbin. The mat was made of hessian (burlap or gunny), or a more durable version made of chespalang and wire, and could be as long as 100 feet in length. Some versions were as wide as the tank and others used in pairs were only as wide as each set of tracks. A small charge would cause the mat to drop in front of the tracks and the forward movement of the tank with unspool the bobbin.

This AVRE (Armored Vehicle Royal Engineers) also featured a Petard 290mm spigot mortar and a 7.92 machine gun, which meant that after the mat was laid it could have the brackets removed and continue to serve as an infantry support vehicle.

The bobbin was successful and my research found the only trouble cited being the durability of the mat. I would think installing a new bobbin every 100 feet under even sporadic enemy fire a problem too, but I didn't find any reference to that.

Congratulations to Fred H and Doc S via email and Don N, Robby G and Tyrone from within the WR Club for getting this one right.

And a quick correction – Doc S also got May's WTH correct but I forgot to list his name among the winners. My apologies good sir.

This month we are going racing. Good luck.

Kirk Ballash



Blake is ready for the Bob SisteK Auction

Remembering “The Mongoose”

By Jim Wentzel

On Sunday, June 10, 2018 one of drag racing’s legendary drivers, Tom “The Mongoose” McEwen, quietly passed away in his sleep at home in Southern California. He was 81. Tom McEwen’s racing career began in 1953 with a stock 1953 Oldsmobile at Santa Ana Dragstrip (America’s first drag strip) in Irvine, California. Like other drivers, McEwen progressed to gas coupes, then altereds, and eventually to gas and fuel dragsters.

My personal bond with the Mongoose began on Christmas morning 1971 when I was 11 years old. Like many other boys of my age, Santa Claus left my younger brother and I a brand-new Mattel Hot Wheels Mongoose and Snake Drag Race Set. The set included a “Mongoose” Duster Funny Car, a “Snake” Barracuda Funny Car, two “dare-devil” loops, a finish gate with an automatic checkered flag, the red-violet universal “C” clamp, and 32 feet of iconic tangerine orange track. The most amazing components were the brake traps that housed drag ‘chutes that magically deployed whenever a Hot Wheel car passed over them. To extend us some critical play time that Christmas morning, Santa had taken the additional step of setting the drag strip up for us (and likely tested it while finishing off the cookies we left him).



While my brother and I played with Hot Wheels, Johnny Lightning, and Matchbox cars for years and had several racing sets, I genuinely loved the Mongoose and Snake Drag Race Set. More importantly, and in ways no other toy did, this Mattel Race Set opened my eyes to a unique form of auto racing. While I often watched Indy and stock car races with my father (we continue to share a deep passion for Formula 1) drag

racing was very different. It was fast, thunderously loud, dangerous, and very cool. Because of this toy, I would go on to subscribe to Drag Racing USA, a monthly magazine that taught me about racing icons Don Garlits, Bob Glidden, Mickey Thompson, “T.V.” Tommy Ivo, Ed McCulloch, Connie Kalitta, Shirley “Cha Cha” Muldowney, and “Jungle Jim” Liberman (not to mention his curvy companion, “Jungle Pam” Hardy). What I would learn years later is that my interest in drag racing was a byproduct of Tom McEwen’s promotional and marketing genius. It was the Mongoose that first approached Mattel in mid-1969, pitching a concept that found its way down my chimney two years later.

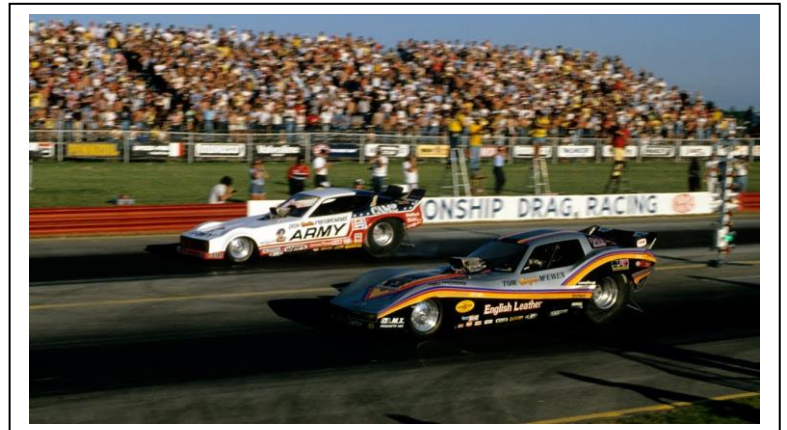
Although Tom McEwen’s career would span three and one-half decades and he was always a drag racer first, he only won five National Hot Rod Association (NHRA) national events and is ranked 16th on the NHRA’s list of the 50 Greatest Drivers. Long before he first tangled with Don the “Snake” Prudhomme, McEwen had amassed a lot of experience. Among the cars he drove were the Stone-Woods-Cook '50 Oldsmobile fastback, the Bader & Ferrara Cadillac-powered Crosseyed Crosley, Art Chrisman’s Hustler II, the Bud Rasner and Gary Slusser Fiat coupe, Dick Rea’s blown-gas Chrysler dragster, Gene Adams’ Albertson Oldsmobile, Gene Adams’ Shark car (one of the first dragsters to use a streamlined body with an enclosed parachute pack), the Broussard-Garrison-Purcell-Davis car, and Ed Donovan’s Donovan Engineering Special.



It was the Donovan Engineering Special that was the dragster McEwen used when he first raced against Don Prudhomme. Prudhomme's brilliant starting-line reflexes had previously earned him the nickname "Snake," so McEwen and car owner Ed Donovan designated McEwen as the serpent's mortal enemy: "Mongoose". On September 12, 1964, McEwen, driving the Donovan's dragster, was pitted against Prudhomme's celebrated Greer-Black-Prudhomme at Lions Dragstrip in Long Beach, California. McEwen was victorious (something he didn't often do against Prudhomme), and the career-long rivalry was born. By planning "Mongoose vs. Snake" match races at drag strips across the country, McEwen and Prudhomme made decent livings with their front-engined dragsters, but they weren't getting wealthy. As McEwen's career developed, he began to excel at promotion. Combining that with Prudhomme's accomplishments on the drag strip led to the Mattel-sponsored touring team. The Mattel deal only ran from 1970 through 1972 but both drivers were forever remembered for their Hot Wheels labeled Funny Cars and dragsters. After the Mattel deal ended, the Snake and Mongoose battles continued. If Prudhomme had

Pepsi as a sponsor, McEwen would have Coca-Cola. When the Snake's Funny Car was sponsored by the United States Army, the Mongoose's car was painted in U.S. Navy colors. McEwen's precedent-setting deal with a non-automotive company allowed he and Prudhomme to make very good livings and fundamentally changed the way teams conducted business.

In 1972, McEwen won his first major driving his blazing blue Hot Wheels top fuel dragster at the Bakersfield March Meet and later went on to win four more national events, including his dramatic U.S. Nationals Funny Car victory over Prudhomme in 1978 (often considered one of drag racing's benchmark moments). In 1978, at the 24th NHRA U.S. Nationals held at the Indianapolis Raceway Park Tom "The Mongoose" McEwen would capture the hearts of race fans everywhere. Just a week prior to the Nationals, McEwen's 14-year old son Jamie lost his battle with leukemia, and at the urging of longtime friend and nemesis Don the "Snake" Prudhomme, headed to Indy still very much in grief. McEwen then pulled out an upset victory in Funny Car eliminator, beating heavy favorite Prudhomme in one of the most memorable single final rounds in drag racing history. Tom McEwen continued racing (and occasionally winning) in the 1980s before retiring in 1992. After he retired from competition, McEwen persisted in impressing race fans with exhibition passes in his custom-built 1957 Chevy replica Funny Car which he ran for three years. McEwen's '57 Chevy was largely responsible for creating the NHRA Nostalgia Funny Car class.



Tom McEwen in Film

In 2013, Entertainment Universe, Rhino Films, and the NHRA released the independent film "Snake and Mongoo\$e". The film documents the competitiveness, business partnership, and friendship of Don Prudhomme and Tom McEwen. The movie is based on the journalism of screenwriter Alan Paradise, who documented the rivalry for years. The movie follows the duo from their early Southern California years to the 1978 U.S. Nationals. Directed by Wayne Holloway, the film stars Jesse Williams as the "Snake" and Richard Blake as the "Mongoose". The film also features extensive archival NHRA footage.

"The Mongoose" in Plastic

As one might expect, several kits are available of Tom McEwen's dragsters and Funny Cars. One convenient but hard-to-find kit by Revell features two 1:25 scale models likely from the 1974 and/or 1975 racing season (English Leather and U.S. Navy-sponsored Plymouth Duster Funny Car and rail dragster). This kit is packaged as "Hot Rod Tom McEwen Dragsters" and was part of a special "Hot Rod" series.



There are several McEwen Funny Car models in varying degrees of availability. A 1:24 scale Monogram kit (6763) of the 1970 Duster Funny Car with Mattel Hot Wheels decals exists but is very rare. Polar Lights has a 1:25 scale 1969 Barracuda Funny Car that is affordable and widely available. Also, easily found is the Revell 1:25 scale 1975 Plymouth Duster (which is likely included in the "Hot Rod" series kit mentioned above). Finally, Revell has released a beautiful model of McEwen's custom '57 Chevy Funny Car in 1:24 scale. The kit is more difficult to find and can be pricey.

Like Funny Cars, multiple examples of the Mongoose's rail dragsters are available for builders. One of the more

interesting kits that can still be purchased (thank you eBay!) is of one of McEwen's front-engined dragsters. The model is Monogram's Mongoose AA Fuel Dragster in 1:24 scale (85-4210). Curiously, although the kit seems to be of a 1970/71-vintage Mattel-sponsored subject, the decals do not contain the Hot Wheels emblem. Rather, a logo that mimics the recognizable flame-shape of the Hot Wheels symbol and ironically says "The Real Deal", exactly occupies the location of the official markings. Another available model is Revell's 1:25 scale 1974 "digger" dragster. This kit also contains a driver, a crew member, and a Christmas tree (electronic starting lights) and is the likely companion piece to the Duster Funny Car included in the "Hot Rod" series. Also, easily obtainable is a 1:25 scale MPC 1972 Top Fuel dragster with Mattel Hot Wheels decals. This model depicts the dragster driven when Tom McEwen won his first major event at the Bakersfield March Meet. Lastly, AMT recently released a re-tooled 1971 Tom McEwen Hot Wheels Wedge dragster in 1:25 scale. This wedge-shaped dragster is more closely associated with Don Prudhomme but was relatively short-lived as, although the design created the desired down-force, it was not terribly fast.

In summary, there are many existing models that depict just a small percentage of the dragsters driven by the late Tom McEwen. While he raced for 35 years, he will forever be remembered for the three years when Mattel celebrated "The Mongoose" and "The Snake's" success with children everywhere. Rest in peace Tom "The Mongoose" McEwen.

This article was compiled using information from Wikipedia and the web sites of the NHRA, Car and Driver, Autoweek, "Snake & Mongoo\$e" movie, Snake Racing, eBay, and Model Roundup.

Display or Diorama Idea from Fred H

Whenever stationary, put up a fence to cause a B-40 Rocket to explode before it hits the Vehicle



M113 apc 2/8th Infantry "Mechanized Panthers" 4th Infantry Division "Ivy Division" (Jerzy Krzemiński) by Jerzy Krzemiński (flickr) Tags: m113 apc recon platoon mechanized infantry vietnam

For those of you who miss Fred Horky's newsletter forwards, like myself, here is one he sent me last month. Enjoy – Ed.

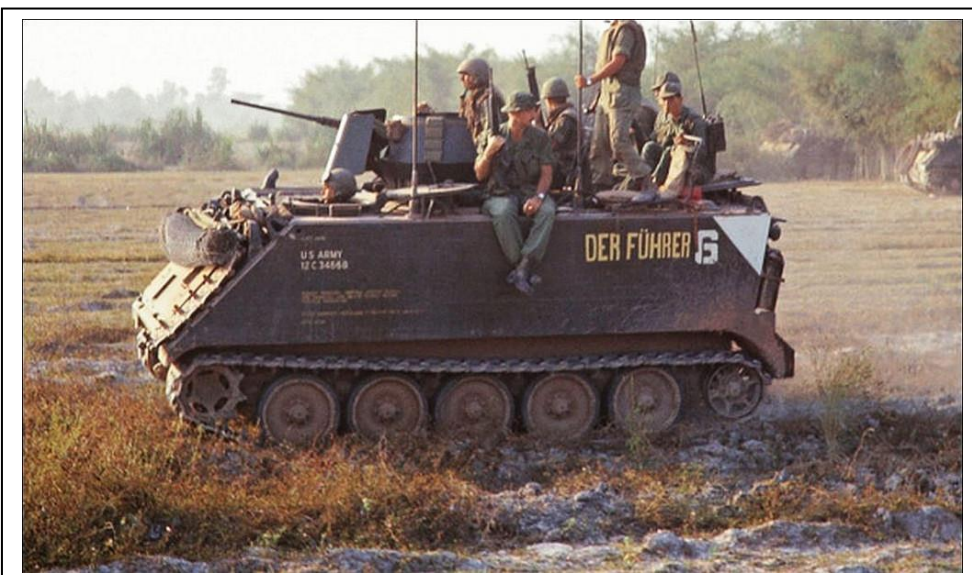
It caught my attention because a half-century ago I had been attached to the 25th Infantry Division, with duties as a fixed-wing (USAF) airlift advisor. That was on my last (of three) extended visits to the Land of the Burning Outhouse: this one during the very noisy Tet of '68 event

Our armor enthusiast friends (like yourself) might find the self-explanatory picture useful for a different touch to an armor diorama.

It would be very simple to model; a trip to a local or fabric store should reveal some sort of fine plastic mesh which when painted silver (and rust) would be an acceptable miniature "chain link fence", strung around the vehicle as an ad hoc defensive screen from Rocket Propelled Grenades. (The aluminum armor of the M113 APC defended against small arms fire, but if the RPG's shaped charge warhead detonated directly against the armor, it could really do a number on everything (and everyone) inside.

Anyway, I thought his might be a good "filler item" for The Pylon.

Fred Horky, IPMS #6390



P.S. This picture reminded me that when I was at Cu Chi with the 25th, hearing that some troops considering the vulnerabilities of the "track", considered riding on top as less dangerous than riding inside -- it sort of defeats the purpose of an "Armored Personnel Carrier", doesn't it! I even heard that sometimes even the driver would ride outside, steering with extension "sticks" welded to his steering levers. I never saw that, but do recall hearing my Army friends mentioning it.



PPSin for a penny, in for a pound: I might as well include one of my own pictures taken of a “track” almost exactly fifty year ago at Cu Chi. Shown is an APC of “three quarter horse”, the usual nickname of the 3rd Squadron, 4th Cavalry Regiment, then attached to the 25th Infantry Division (it’s still attached to the 25th, but at Schofield Barracks on Honolulu). This snap shot was taken on a whim as they zoomed past me in the dim light ... and APC’s could move pretty quickly. They were headed toward Cu Chi’s main gate on some unknown, first daylight mission, most likely to

relieve another APC crew who had been outside the wire on an overnight “lager” a sort of tripwire outpost, much like the lonely, wire-fenced APC seen in the first picture. (“Lager” is a German military word for “camp” or “bivouac”, was often used adopted by American Army in Vietnam. I have no idea if the practice continues.)

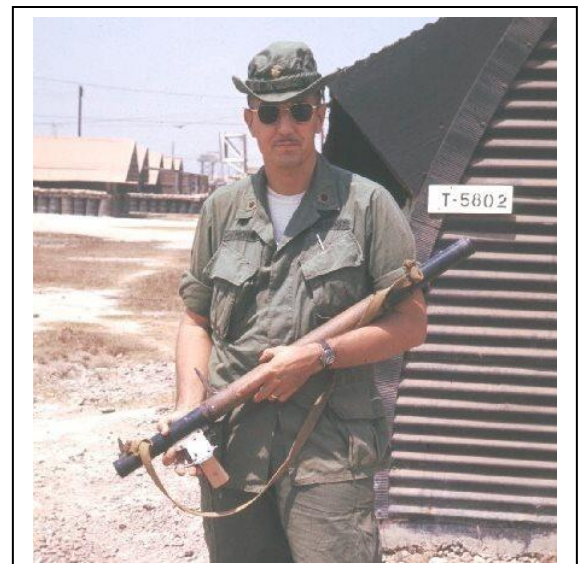
The photo came out pretty well, considering the poor lighting and the fact that I was NOT shooting a modern digital picture but rather a color film slide on not-very-fast film in a not-very-good camera. Panning the camera while shooting totally blurred the background and was necessary because of the limitations mentioned.

The picture has since been digitally enhanced by a friend who shall remain nameless (because I can’t remember who did it!). His improvements include removing overhead phone wires and making the morning sunrise colors richer.

PPPSThe “B40” referenced in the first picture is the Russian-designed, shaped charge grenade launcher, seen below loaded, with a case with three spare rounds.

Below, this picture shows an empty launcher being held by a REMF (“rear echelon mother f---er”) -- the USAF airlift liaison officer attached to the 25th. In an infantry outfit like the 25th, everyone who didn’t actually reguarly go out eyeball to eyeball with the enemy was usually placed in the REMF category by those that did. A person’s degree of REMF-ness of course varied, with the headquarters commandos in Saigon placed at the top of that pyramid. Or bottom, depending on how you count REMF-ness.

Obviously, someone other than myself captured this one. The “**Ручной противотанковый гранатомёт, *Ruchnoy Protivotankovy Granatomyot***” series has an interesting history, check it out at <https://en.wikipedia.org/wiki/RPG-2>



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*Region IV Newsletter Editor of
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Visit us on the web at or join, either online or with the form at right and enjoy the full color magazine, discussion forums and vast knowledge and experience to help you enjoy the hobby to the fullest.

Upcoming Events

Western Reserve Meetings and Events - **Now on SATURDAYS**

- | | |
|--------------|---|
| Jul 21, 2018 | General meeting at Euclid Library Shore room – The Bob Sistek Collection Auction (and Build & BS) |
| Aug 18, 2018 | General meeting at Euclid Library Shore room –Guest Speaker – F/A-18 Mechanic (tentative) |
| Sep 15, 2018 | General meeting at Euclid Library Lake room – Quarterly contest: theme of “Flex Your Muscles” |
| Oct 21, 2018 | General meeting at Euclid Library Lake room – Build & BS Meeting (bring something to work on) |

IPMS and Regional Events

For any show listed go to the IPMS/USA Upcoming Events page for more information, or if you don't have web access contact Kirk Ballash

- | | |
|----------------------|--|
| Aug 1-4, 2018 | IPMS/USA National Convention – Phoenix, AZ |
| Aug 11, 2018 | Mentor Cruise-In -- Mentor Civic Center, Mentor, OH |
| Aug 18-19, 2018 | Props and Pistons Festival – Akron-Fulton Airport |
| Sep 8, 2018 | TOL-CON 2018 Show – Toledo, OH |
| Sep 15, 2018 | SVASM 34 Annual Show – Shenango PA |
| Sep 22, 2018 | 2nd Annual Contest and Swap Meet – Owensboro, KY |
| Oct 6, 2018 | CanAm Challenge – Warren, MI |
| Oct 7, 2018 | Fall Swap-N-Bull and Show – Westlake. OH |
| Oct 20, 2018 | Cincinnati Scale Modelers Annual Show – Cincinnati, OH |
| Nov 4, 2018 | Cleveland Model Show 22 – Cleveland, OH |
| 2019 | |
| Feb 2, 2019 | “4M Mayhem” 2019 – Essexville, MI |
| Apr 5, 2019 | Region IV Convention -- Dayton, OH |

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