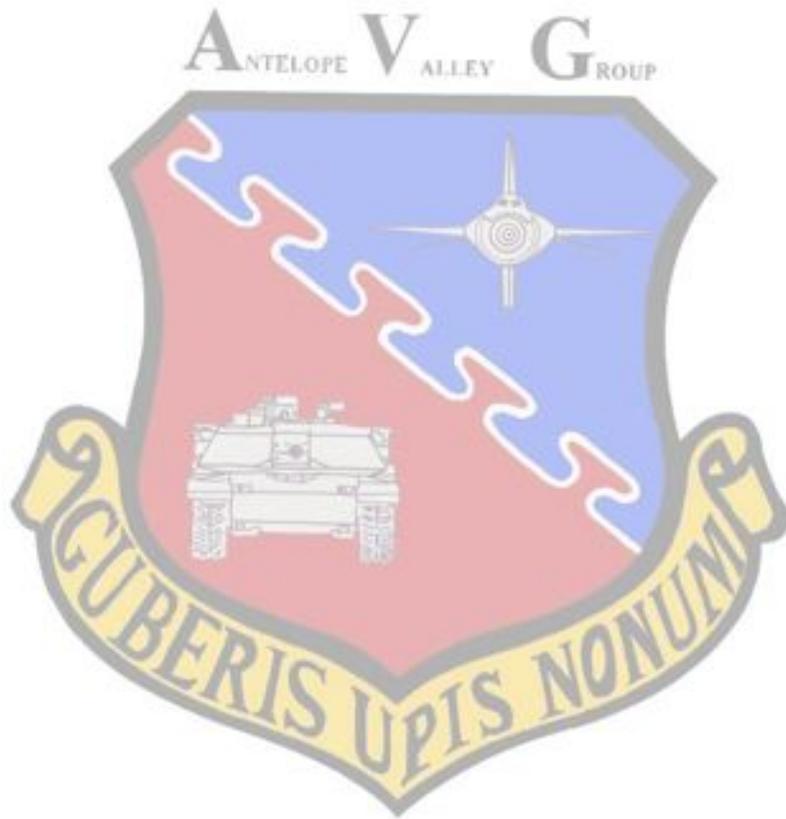


The Smoking Hole

A Publication of the Antelope Valley Group IPMS
Volume 23, Number 4



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Club News and Business

NEXT MEETING APRIL 21 2018, 1:00 PM AT ROSAMOND LIBRARY

March General Meeting Notes:

March was a club build meeting. Business discussion was mostly related to contest planning.

2018 Desert Classic Planning

VP Jim presented the final version of the Contest flyer. We discussed a possible special award – the Judge’s Award. This would go to the judge’s favorite model that had not received any other award.

IPMS Recruitment & Retention Secretary

Prez Tracy reported on a contact from the IPMS Recruitment & Retention Secretary. This is a new position created at the national level, with the goal of coordinating the retention of existing IPMS members and the recruitment of new members.

San Diego Contest Sponsorship

The San Diego Chapter is hosting the Regional this year. Prez Tracy told the members that SD was looking for sponsors and suggested that the club show our support by sponsoring one or more categories (with the hope that the SD Chapter would reciprocate for our contest). The club voted to sponsor 2 categories.

New Model Company

We received some information from a brand new model manufacturer, Salvino JR Models, based ‘down below’ in Ontario. They will focus on model car subjects, with their first release being a classic Stock Car, Buddy Baker’s 1976 Oldsmobile. From the promotional material provided, the kit looks quite well done. Retail price is \$39.95.

Club Swap Meet

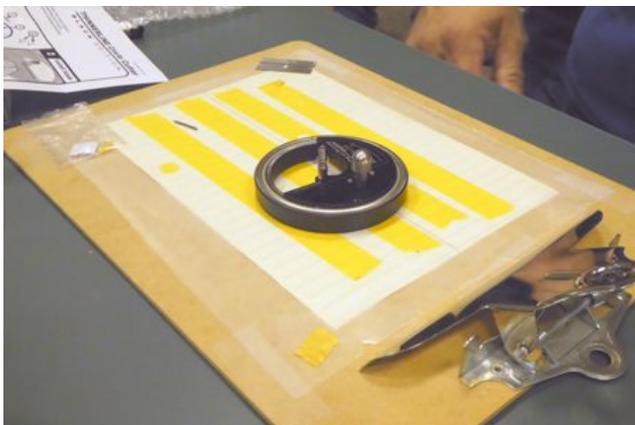
This month’s meeting is our first club swap meet of 2 this year. So bring all those unwanted kits. Oh, and bring money...

2018 Meeting Schedule

Primary	Activities	Refreshments	Demo	Review
20 Jan	Member Dues Collected	Jay/Jim		
17 Feb		Tracy/?		
17 Mar	Club Build Meeting	Mike W./ open		
21 Apr	Club Swap Meet	Mike O./Dwight		
16 May		Rick/Niilo		
17 June		Joe/Bill P.		
21 July		Robby/Nick		
18 Aug	In House Contest – “Jurassic Plastic”			
15 Sept				
20 Oct	Club Swap Meet			
27 Oct	2018 Desert Classic			
17 Nov	2019 Club Officer Nominations			
15 Dec	Christmas Potluck Gift Exchange 2019 Officer Elections	Everyone!		

The Tool Crib

Rich the Tool Man is back this month, with something really cool!



Shadow Hobby 'Thinnerline' Circle Cutter. This is an incredibly cool device that allows you to cut circles of infinitely variable diameter. Some of you may be familiar with the excellent Olfa circle cutter, but this surpasses it. It is not a compass-type cutter, like the Olfa, so does not have a pin at the center that will puncture the material. The most impressive thing is that it will create very small, precise circles – small enough to mask instruments on a 1/48th instrument panel! Very well made from cast metal and has replaceable blades. Has a quality, precision feel to it. Not inexpensive (\$50), but precision tools never are. Available from Shadow Hobby, <http://shadowhobby.com/index.html>

Club Demos

If you'd like to do a demo for the club, let me know and I'll put you on the calendar

Member Show and Tell



Name:

Rich Elersich

Time To Build:

About 20 hours

Kit & Scale:

Revell D-558-2 Skyrocket

1/65th scale

Aftermarket Items:

None

Paints Used:

Tamiya rattle cans (white, black),
Testors silver, thinned, brushed

Comments:

First build in 14 years. Really want to
get on to the next build.



Name:

Nick Kiriokos

Time To Build:

12 hours

Kit & Scale:

Heller PZL P.23B

1/72nd scale

Aftermarket Items:

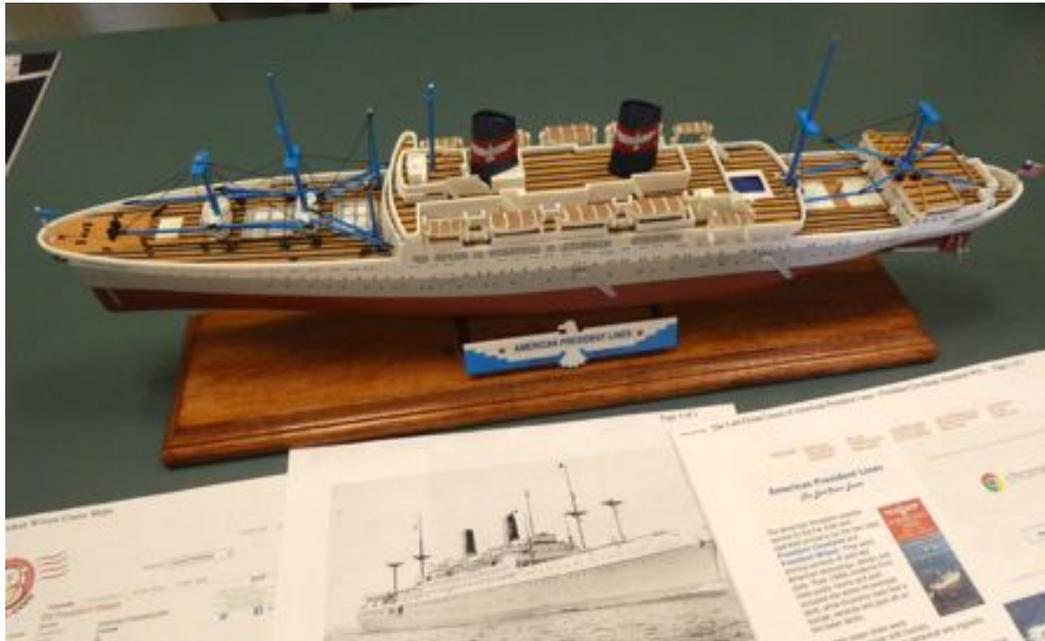
None

Paints Used:

Lifecolor Olive Drab, Model Master
Lt. Gray

Comments:

Techmod decals



Name:

Niilo Lund

Time To Build:

120 hours over 4 months

Kit & Scale:

Lindberg American President Liner

1/350th scale

Aftermarket Items:

1/16" black crepe tape for decking,
#40 star bobbin black thread for cables

Paints Used:

Tamiya – TS-33 Hull Red, TS-23
Light Blue, TS-32 Haze Gray
Testors – 1241 Gloss Wood, 1258 Flat
White, 1209 Arctic Blue, 1260,
Dullcote
Prismacolor Black Pencil, Kwikstripe
metallic silver tape – hatches, Light
oak stain - base

Comments:

Decided to build this model because
my dad worked with Mary Jay and
Associates as a subcontractor to APL
during the maritime restoration and
upgrade converting cargo carrier only
to executive cruiseliner. Time-
consuming build, but fun.

Lessons learned:

1. Don't pressure decals prior to
applying – tends to crack and split on
applying
2. Use of Pledge solution prior to

	<p>applying the decals an using Microsol after decal is positioned helps 3. Take your time during assembly – prevents re-do's.</p> <p>Build if you like a challenge!</p>
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Name:

Stephen Lucy

Time To Build:

6 months (on and off)

Kit & Scale:

Hasegawa F-8J Crusader

1/48th

Aftermarket Items:

Eduard Zoom (cockpit), Eduard Brassin exhaust, True Details seat, SAC metal gear, Wolfpack wing fold and seamless intake, Furball canopy seal decals. AIM-9's and LAU-7's from the spares box

Paints Used:

Hataka Orange Line and Model Master

Comments:

VF-24 was the first squadron I was assigned to in 1991 NAS Miramar. I always stopped and read the walls walking up the ladder well in the hangar. The silhouettes of all the MIG kills the squadron had achieved were painted there with the details of the encounter. I have 2 more Crusaders in the "Stash"



Name:

Mark Lampe

Time To Build:

Approx 30 hours

Kit & Scale:

Tamiya T-62M

1/35th scale

Aftermarket Items:

None

Paints Used:

Delta Creamcoat Olive Yellow, Dark Forest Green; Americana Black, Burnt Umber, Burnt Sienna

Comments:

This is the same T-62 I brought as a work in progress to January's meeting; I finished it up with rust, chipping, weathering and markings (Arabic numerals on the turret sides were the only markings). An enjoyable build overall.



Name:

Mark Lampe

Time To Build:

Approx 25 hours to build, paint, and apply foliage & camo netting

Kit & Scale:

Dragon Hummel (German Self Propelled 150mm howitzer)

1/35th scale

Aftermarket Items:

Metal barrel (Jordi Rubio) for the gun.

Paints Used:

Pactra Flat Africa yellow, Delta Gamal Green, Black, Burt umber for tracks

Comments:

I pulled this one off the shelf, did some repairs, and decided to dress her up in some foliage for a simple diorama with crew loading/serving. Of course, I discovered Green Stuff World's leaf punches AFTER I finished putting on the old school foliage.... but I will use them on the next foliage covered AFV project. When I built her, the tracks were pretty fiddly and didn't want to stay together too well. Individual link tracks have come a ways since this kit was released. Otherwise a pretty good build.



Name:

Mark Lampe

Time To Build:

Approx 50 hours

Kit & Scale:

Revell Spad XIII

1/28th scale

Aftermarket Items:

None

Paints Used:

Tamiya Olive Drab, Delta/Americana black, Burnt Umber, Burnt Sienna, Raw Sienna, Tan, Olive Green, Medium Gray; Polly S red

Comments:

This old girl is the best example of a "dog" I've run into in a long, long time. But I was chomping at the bit to paint that 5 color camo job. So I just put myself into patience gear and took the time needed to make it at least a passable build. Every piece had sinkholes, mold release tabs, & flash. Every hole and connection point needed to be widened. All wing strut location slots needed to be ground out enough to allow the struts to fit. And all parts needed a good sanding to get ride of the oily, greasy sheen that just wouldn't go away otherwise--and wouldn't take paint of any kind. This

	<p>one fought me all the way through the build with fit and alignment problems; it's a wonder to me that anyone actually ever built this thing back in the day! Of course, it <i>is</i> almost 50 years old or so, that may have had something to do with all the problems I had. Decals still need to go on, and I hope they don't give me as much of a fight as the rest of the kit. Dedicated to my older brother Wayne, who gave the kit to me, along with many others, and is the one responsible for me getting into all this madness!</p>
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<p>Name: D.J. "Rowdy" Yates</p>
<p>Time To Build: N/A</p>
<p>Kit & Scale: Lego-style German troops and vehicles – in North Africa/Tunisian Front colors. Lego "Indiana Hones" flying wing and fuel truck. Cobi (Poland) Ju-87 Stuka- markings for Balkans, 1941 1/72nd scale</p>
<p>Aftermarket Items: Hand made insignia on vehicles</p>
<p>Paints Used: N/A</p>
<p>Comments:</p>

The NSX Drive Experience



This is probably of the most interest to the ‘car guys’, but I thought I’d share something extremely cool I got to do on my birthday weekend a couple of weeks ago.

So, somehow I got mistaken for some sort of ‘high roller’ and got invited to drive the new Acura NSX at the Honda Proving Grounds in Cantil (just north of California City). Conde Nast Publishing put on the event. I subscribe to a couple of their magazines, so that’s how I got on their list, but why they thought I was a potential NSX buyer is beyond me. But I wasn’t about to turn down the opportunity.

If you’re not familiar with the new NSX, it’s Acura’s re-interpretation of their classic NSX from the 1990’s, which turned the exotic car market on it’s ear by showing that an exotic could be comfortable, reasonably practical and have bullet-proof reliability. The originals are cult cars now, and it’s not uncommon to see examples with over 100,000 miles on them.



Original NSX



New NSX

The new car updates that theme, but as you might expect of a car introduced in 2017, it’s full of high tech. For one thing, it’s a hybrid. But this is no Prius. The main power comes from a 500 hp 3.5 liter twin-turbo V-6. There is a 36hp electric motor at each front wheel, and an additional

48hp motor in the bellhousing. Transmission is a 9-speed dual-clutch automated manual. While it can operate in electric-only mode, the range is only 3 miles. The real purpose of the hybrid technology is to improve the dynamic characteristics. For example, the car has torque vectoring, which uses the front electric motors to help refine the cornering line. It also uses the motors as part of 'launch control' to improve acceleration times from a standing start. The car has 4 selectable driving modes: "Quiet", "Sport", "Sport +" and "Track". In Quiet mode, the car can operate in pure electric mode, the suspension is softened, the exhaust muffling is increased and the throttle response is slower, and engine start-stop is enabled. The car is quite sedate in this mode and drives like a nice (if sporty) sedan. Sport mode stiffens the suspension, disables start-stop, changes the transmission shift points and sharpens the exhaust note. Sport + further adjusts the suspension settings and adjusts the stability parameters. Track mode is the ultimate. It further loosens the stability parameters, enables Launch Control, and allows you to turn off the traction control so you can drive like a real hooligan (or "Hoonigan" if you're a Ken Block fan...).



Honda Proving Ground Layout

I've flown over Honda's Cantil test facility a number of times, but have naturally never been inside, as Honda normally does not admit the public (for obvious reasons). Being able to visit was a real treat. We weren't allowed to bring any cameras, and they put stickers over the cameras on our cell phones. Understandable, as we did see some secret stuff (a couple of uncamouflaged examples of the next Acura RDX SUV).

The test facility has a 7.5 mile banked oval track, a 4.5-mile road course and a 1 square mile skid pad. Honda claims the skid pad is the flattest piece of asphalt in the US, with a ¼ inch elevation change over the entire square mile! They also have an off-road test track for ATV's and motorcycles. Honda tests everything they make there, with the exception of lawn mowers and the Hondajet. They are, however, constructing a runway to allow Hondajet testing.

There were 7 NSX's available to drive. We were each allowed to bring a guest. I brought my buddy Dale (who's a Porsche 911 owner, and coincidentally, shares my birthday – day and year!). The guests weren't supposed to be able to drive, but one of the participants didn't show up, so Dale got to drive. Needless to say, he was stoked.

We listened to a presentation on the NSX and test facility, and then were paired up with a professional performance-driving instructor who would accompany us. One of the instructors was Davy Jones. No, not the Monkee, but the 1990 LeMans winner and second place 1996 Indy 500 finisher. I wanted to drive with Jones, but a little squirrely guy beat me to it (“I wanna drive with the LeMans guy” – he didn’t even know who he was). I got paired with Wes Hill, owner of a performance driving school in Seattle and a Gran-Am series Porsche GT3 racer.

Honda made us sign a waiver that we wouldn’t sue if we crashed and died, and then we went out to the cars. I got the ‘high mileage’ car – the Road & Track magazine long-term test car with 24,000 miles. Couldn’t tell – it looked and felt new.

We entered the main proving ground and drove to a parking area next to the road course, where they had a tent and a portable building (the “Lounge”) set up. They fitted us with helmets, and it was time to go on the road course. They had us start out in Quiet mode, to motor around the course at a leisurely pace to learn the course. Cones had marked the turn apexes and braking point. After a couple slow laps, Wes had me put the car in Sport mode and encouraged me to drive a bit more aggressively (“Like you’re late for work”). I’ve been to a performance driving school in the distant past (longer ago than I care to admit), but haven’t driven on the track in a number of years so I was understandably cautious in this expensive car, on an unfamiliar course with no runoff areas. But Wes was a great instructor, giving me pointers on how to go faster. He then had me put the car in Sport + mode, which give the car an even harder edge. I must say, all the electronic stability aids (like the torque vectoring) give the car very high limits, but are not so obtrusive that you notice they are there. You would have to be phenomenally stupid to lose control of this car.



NSX’s on the Road Course

After about 5 laps, Wes and I switched places so he could demonstrate the car’s real capabilities by giving me a ‘hot lap’. I must say it was exhilarating doing a lap with a pro race driver. The car sounded and felt like an IMSA Group C car!

Next we went to the banked oval for some high-speed work. The NSX is capable of 190 mph, but proving ground rules say you have to wear Nomex fire suits to exceed 130, so we were limited. I must say driving at 130 on the oval was pretty tame after the road course. Honda has

put a lot of work into the aerodynamics of this car and it is very serene at that speed. It didn't feel like we were going much over 70, and I found it was easy to exceed the 130 limit if you weren't paying attention to the speedometer.



NSX at speed

In the infield of the oval, Honda has created a 'rough road' section. They actually went to LA and laser mapped a section of the 110 freeway (the section between Downtown and the tunnel – if you've ever driven it, you know what it's like) and duplicated. Wes had me drive it to show the difference between Quiet and Sport modes. In Sport mode, it feels like any sports car, pretty rough and jostles you around. But in Quiet mode, the suspension is softened up enough that the ride smoothes out considerably. Maybe not quite to Lexus-level, but very acceptable for an exotic. You could actually commute in this car.

Next, to the skid pad to explore the car's limits. Honda had set up a quarter-mile dragstrip to demonstrate launch control. First we did a normal run, floor the throttle from a stop.

Acceleration was impressive. Next run was with Launch Control. To use Launch Control, you have to be in Track mode, which requires holding the mode dial all the way to the right for until the digital display says "Track mode". Then left foot on the brake and floor the throttle. The computers bring the engine up to 2500 rpm to spool up the turbos. Then the digital display says "Launch Control Ready". Then let off the brake and hang on. Acceleration is ferocious. Honda claims 0-60 in 2.6 seconds in this mode and I believe it. We were doing 116 mph at the end of the quarter mile. The car uses the electric motors for the first few feet, while slipping the clutch to avoid shock to the drivetrain. Wes said that during the NSX press introduction, they did about 1000 launches a day for 6 weeks and didn't break anything.

Honda has a tight peanut-shaped course on the skid pad and Wes encouraged me to see how fast I could go around it while staying between the lines. The car is biased to understeer, but you can just crank the wheel harder and the torque vectoring brings it back on the cornering line.

Then Wes had me engage Track mode and turn off the traction control. He then had me floor the throttle and crank the wheel all the way over. Naturally the back end is very loose in this configuration, but it was very easy to catch with opposite steering lock. This was a blast. I got to do my best Ken Block imitation- the car does great donuts! As Wes said, "Hey, we're not paying for the tires."



Serial #0000

All to soon, the fun was over and we motored back to the parking area by the road course. In the tent, Honda had a display car (serial #0000, the prototype NSX), and Wes gave us a presentation on the design of the car, with emphasis on the sophisticated aerodynamics. Honda had brought out several technicians from the manufacturing plant to answer questions about the construction of the car. They brought a chassis guy, and engine assembler and a guy that installs the interiors. BTW, the car is built in the United States, in a special facility in Marysville, Ohio.

Then they took us to the Lounge. As the event was sponsored by Conde Nast's cooking magazine and their tech magazine, they had food and lots of tech stuff to play with. They brought up the chef from Scratch restaurant in LA (the lobster sandwich was really good. They also had the NSX configurator running on a big screen where you could configure your own NSX.

When it was time to leave, they had some swag bags for us. Couple t-shirts, cookbook, magazines. But the surprise was Wired magazine gave each of us a small quadcopter drone with a virtual reality headset. Didn't expect that!

Darren, the NSX chassis assembler, drove us back to our car. He said that Acura had brought him and his co-workers out as part of an incentive program. They got to go through the same drive experience, but they had to give a presentation to the entire plant when they got back on Tuesday.

And as a final parting gesture, Honda filled the gas tank in our car!

Bottom line? Well, this was obviously a marketing event. Acura is trying to convince potential customers that the NSX is a real supercar, and is a realistic competitor to the Ferrari 488, McLaren 570, Audi R8 and Lamborghini Huracan. Is it? I've thought of the NSX as a second-tier supercar, but after this drive, I've changed my opinion and think it's real competitor. It's much more refined than the others (except perhaps the R8), has real supercar performance and the technology gives it standout performance, and the Quiet mode and expected bullet-proof reliability would make it easy to live with day to day. Downsides? Well, it may be TOO refined, it doesn't quite have the 'edgy' feel of a Ferrari, the Acura name doesn't have the "snob appeal" of Ferrari or Lamborghini, and the interior, while beautiful, uses the touch screen, digital instrument display and some switchgear with lesser Acuras (like the TLX) which seems a little

low-rent. But the car is considerably cheaper than the Ferrari or Lamborghini (more in line with the 570 or R8 V-8). But this isn't an inexpensive car. It starts at \$150K, and has a bunch of boutique options, like Porsche (like a number of carbon fiber packages at \$3K), that can push the price above \$200K. Although I have seen low-mileage example in the \$130K range. Maybe in a few years they'll depreciate to a point where I can afford one! Oh well, Tamiya makes a really nice 1/24 kit of the NSX, so I guess that will have to do for the time being...



Some stupid guy standing with an NSX...

Calendar

5/5/2107	Best of the West, Prelude to the Phoenix Nationals	Eastside Cannery Hotel and Casino 5255 Boulder Hwy. Las Vegas, NV
6/9/2018	IPMS Region 8 Contest and Swap Meet	San Diego Air and Space Museum Annex 335 Kenney St. El Cajon, CA
8/1-4/2018	IPMS/USA National Convention	Phoenix Convention Center, 100 N. 3 rd St. Phoenix, AZ
10/13/2017	OrangeCon	Pavilion at the University Conference Center, Cal State Fullerton 800 N. State College Blvd Fullerton, CA
10/27/2018	Desert Classic XXII	Antelope Valley College Cafeteria 3041 W Ave. K, Lancaster, CA
11/3/2018	Redcon	Orleans Hotel and Casino 4500 W. Tropicana, Las Vegas, NV