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Hey yall! I hope you've all had a productive model-building month since our last meeting. I know I've been able to make most of the scheduled progress on my Group Build project vehicle. It's coming along, but still, there's a good ways to go on it yet.

### **Last Meeting Minutes:**

We had another great meeting last month. Unfortunately, a couple of our members couldn't be with us, but we all understand that family obligations must come first. Balance in all things...

We had to say "goodbye" last month to a couple of our founding members: David Bridges and his wife who are moving down to Savannah, GA. I know we're all sad to see you folks leave us, but we're happy you've been able to make that move closer to home. We wish you all the best, and, of course, hope that you'll stop by for a visit whenever you're back "up North!" I'm sure we'll bump into you guys at modeling events in the region. Take care and happy modeling!

Tim Darrah delivered our club tee-shirts, and, wow, they're really great! Tim did a superlative job getting the shirts printed up and handling all of the details, and I know everybody was very happy with the way they came out. Great job, Tim, and thanks again for all your work.

On the subject of shirts, Tim and Jeff Nelson filled us in on the details of their effort to get the logo digitalized for embroidered polo shirts, etc. Unfortunately, Jeff didn't have the software available to get the logo in the "CNC-sewing-machine" format that is required by the tee shirt shop. Still, Jeff's efforts resulted in logo files that we can use in the future for large sized graphics, like posters or banners, as well as, things like bumper stickers. So, all was not lost. Later, when we're ready to participate in some more public events, we'll be positioned to generate some very nice supporting signage. Thanks to Jeff, on this one, for taking the time to do these for us!

We discussed the possibility of having some sweatshirts printed up with the logos, and the consensus was in favor. We did decide, though, to table action until November's meeting when a couple of members who wanted more tee

shirts would be in attendance. That way, we can consolidate the sweatshirt and tee-shirt orders and save some money on the silkscreen set-up charges.

We also discussed and viewed the recruiting signs and meeting-info business cards that we now have on display at both HobbyTown USA stores. Tony Kelly volunteered to take one of these displays over to New Brooklyn Model RR Shop and ask Joe if he'll let us make the info available there. A reminder to everyone, please check out our displays whenever you're in any of these stores. If you notice that the cards need restocking or any other problems, let me know, so we can get it taken care of.

We held our second raffle for one of the kits that David donated: DML's Mid-Production Jagd Tiger. That was one heavy box o'plastic! Bob Spagnola won the raffle after picking his own ticket out of the can! Enjoy it, Bob, it looks to be a very nice build.

After the raffle (and a generous \$14 donation by Tony K. who donated his tee shirt refund), our treasury now stands at \$105. We're approaching the point where we probably need to think about electing or appointing a club treasurer to handle the funds and manage the raffle each month. If anyone is interested in the job, please let me know. The job's all yours contingent on approval of the membership.

After the business stuff was out of the way, we discussed the Group Build. Everyone received a copy of the CD mentioned in the last newsletter. I showed around a had-copy folder of all of the documents on the CD. We went over steps 1 through 4 in some detail, and many of you were busy taking notes on your kit instructions. Hopefully, this last month you've been able to complete those steps and will be willing to share your builds at the next meeting. Tim also discussed using the Atak Resin zimmerit set and showed us his build (through step 4) with the zimm on it. It's looking very nice, and I think that several members are getting ready to order their own sets. I also showed a simple way to hand-apply the zimmerit using Campbell's HO scale corrugated tin (as a trowel) and Golden Acrylic "Pumice texture" modeling paste for the zimmerit material.

Hopefully, everybody now has some good ideas about the way forward on their own StuG IV projects.

During our break / shopping / mixer, the hobby shop offered us a bonus discount totaling 20%! Needless to say, that was a great deal, and one that most everybody was able to take advantage of. As always, Chris & Co., we really appreciated it and thank you for the continued support!

We had three completed build for the Show & Tell, along with a few new items. Thanks to all the members who shared those new products with us. This month, I believe the Scott Amey's Sherman was the big hit. He was able to "discipline"

the kit's "rubber band" tracks to conform to the irregularities in the base and achieved a very realistic effect of weight. Nice job, Scott!

**Photos of Models at Last Meeting:**



Mike  
Roof's  
Tiger I in  
Normandy  
Markings



Scott  
Amey's  
Sherman  
105 mm



Scott's  
Sherman



Tim Darrah's Jagd Panther with Cavalier Zimmerit



Tim's Jagd Panther Showing the Damaged Zimmerit

**Next Meeting Agenda:**

*Regular meetings are held on 2<sup>nd</sup> Wednesdays of each month at 6:00 pm (1800) at the HobbyTown USA store, 10120 Two Notch Road, Suite 5, Columbia, SC 29223, (803) 736-0959.*

Our next meeting will be 6:00 pm on Wednesday, November 10, 2010. The tentative agenda is:

6:00 pm (1800): Meeting starts / Admin Business:

Welcome new members and visitors.

Raffle ticket sales.

Discuss and vote on joint-hosting a model contest with the Midlands SCMA in July 2011.

Discuss the issue of appointing or electing a club treasurer.

Discuss any desires for special meeting event for December / Christmas.

Discuss and take action on issue of sweatshirts and additional tee-shirt order.

6:30 pm (1830): Group Build Presentation – Steps 5 through 9.

6:50 pm (1850): Break / Shopping / Mixer / Photograph models

7:10 pm (1910): Reconvene: Show & Tell – Builds and WIP's.

Along with your individual projects, please bring your Group Build StuG IV's or references, so during Show & Tell, and share your steps 1-4 experiences.

Also, if you have any after-market accessories that you've ordered or purchased for your StuG, bring those to share.

7:50 pm (1950): Draw for raffle prize.

8:00 pm (2000): Meeting ends (officially – but we'll carry-on as long as the store will stay open)

#### **Classified Ads:**

*Send your requests for assistance with references, help or advice resolving building and finishing problems, or needed "bits and bobs" for your latest project to the editor for inclusion in the next newsletter.*

*If you can help out your fellow club members, please bring what you have to the next meeting. If you think that you could present your method or technique to solve a problem or accomplish a building or finishing task to the entire group, let the editor know. Maybe we can organize your info into a demo for general presentation and add it to the following meeting's agenda (or an extemporaneous presentation at the next meeting).*

#### **Research Assistance / Info Needs:**

**John Sherrer:** Looking for information on the M44 Armored Personnel Carrier (aka: M44 Armored Utility Carrier). A post-WWII / late 1940's development vehicle. Possibly as many as six prototypes were made, of which, maybe one (or two) were later used by the USAF in some unknown capacity. (One reference says that an M44 was used by USAF TACP's during the Korean War.) John is looking for enough information to scratch-build an M44, so any data, photos, drawings, or textual information will be welcome.

#### **Construction / Building / Finishing Problems that Need Help / Advice:**

### **Parts-Swap Needs:**

**Tim Darrah:** Needs an extra part number R-1, muzzle break insert (step 10), from the StuG IV project kit. If anyone is planning on using an aftermarket gun barrel on the project kit, this part would be left over.

**Mike Roof:** Needs 10 extra DML "Magic Track" links from the StuG IV project kit. These could be from either the left or right side track runs.

### **Up-coming Events of Interest:**

**November 10,** 2010, 6:00 pm (1800): AMPS Central SC Meeting, HobbyTown USA, Two Notch Road.

**December 8,** 2010, 6:00 pm (1800): AMPS Central SC Meeting, HobbyTown USA, Two Notch Road.

**January 12,** 2011, 6:00 pm (1800): AMPS Central SC Meeting, HobbyTown USA, Two Notch Road.

**February 18-20,** 2011: "AMPS Atlanta 2011" in conjunction with "34<sup>th</sup> Annual Model Figure Show," Jointly hosted by AMPS Atlanta and The Atlanta Military Figure Society, Atlanta Marriott Century Center, 2000 Century Blvd, Atlanta, GA.

**April 6-11,** 2011: "17<sup>th</sup> AMPS International Convention," Fredericksburg, VA

### **Armor Modeling Forums where we "hang out:"**

*Look for and join other club members on these websites. Send new sites and your user name to the editor for inclusion in the next newsletter.*

**AMPS Homepage:** <http://www.amps-armor.org/>

**Armorama:** <http://www.armorama.com/>

**Historicus Forma:** <http://www.hfmodeling.com/>

**Missing-Lynx:** <http://www.missing-lynx.com/>

**Track-Link:** <http://www.track-link.net/>

**Tanks & Things:** <http://tanksandthings.com/>

**Model Armour:** <http://www.modelarmour.com/>

**Newsletter Feature Article:** (See next page.)

## Working with ATAK Zimmerit

As most of you will realize soon, I'm a lazy modeler, I like things done for me, and so resin zimmerit is very cool. Using the ATAK zimmerit set on our Stug IV group build is very easy to use and work with.

You'll need the following tools to use this set or any other resin zimmerit set:

- Nice sharp X-Acto knife or Scalpel
- Thin super glue
- A coarse sanding stick (I buy mine from Wal-Mart, they are larger and cheaper than those bought specially for modeling)
- Something to spread the super glue, I use my finger
- A pin drill and drill-bits are useful
- Toothpicks

You will need to add the zimmerit throughout the building process as if you wait until the end of the build; it'll very difficult to apply. So read your instructions very well, look at the build process and look over the zimmerit set as well. Be advised there are no instructions with the ATAK set.

One word of caution before we start, the set that I have is oversized just a bit, like about 1 mm so you will need to test fit and trim as required. Look where the piece will go, what parts are around the resin piece or what will go on top of it. For



example in step 4 of our Stug, I applied the side pieces after I added A-9, A-12, A-26, A-38/39 and H57/58. This way I could see how they fit and what might



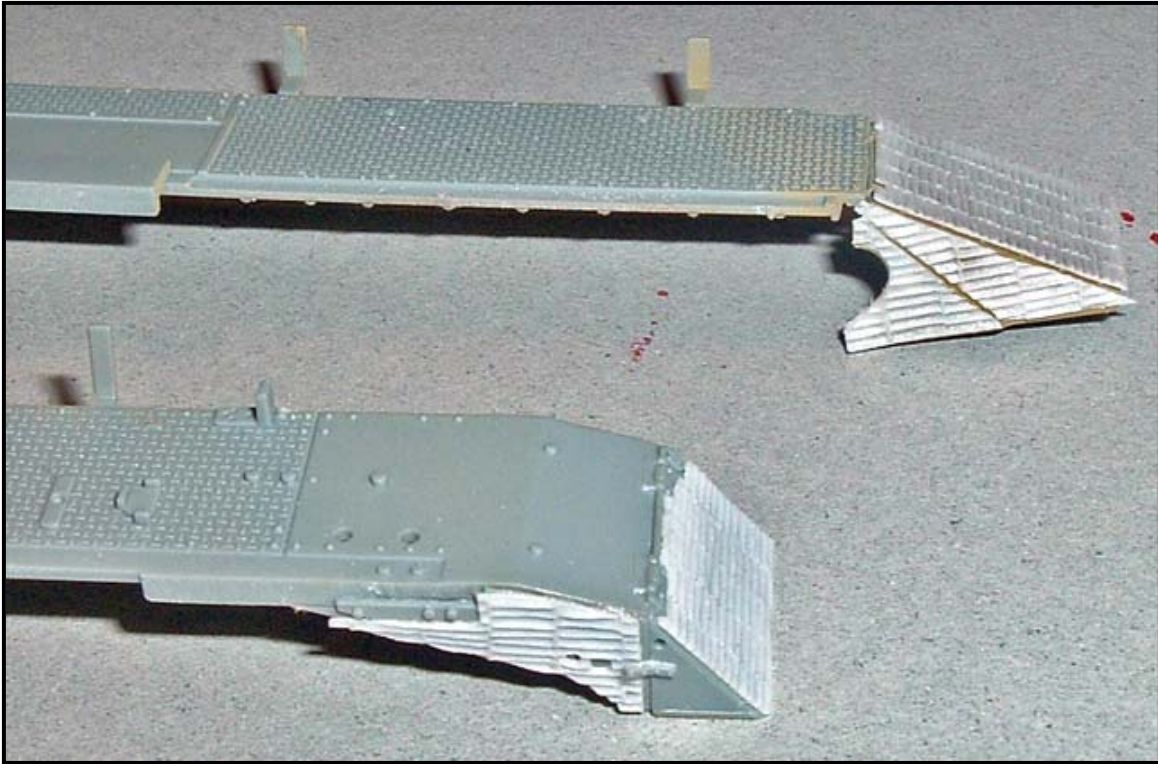
need to be trimmed. If I added the zimmerit before I added the kit parts, I would have run into fit problems, which is never a good thing.



OK, first you need to figure out what part of the resin zimmerit set you'll need, then you'll need to remove it from the thin resin backing sheet. How do you do that? If you try to cut it off the sheet, you might break it, so you'll need to sand it off, kind of like working with a vac-u-formed kit. I place the zimmerit upside down, so the detail is lying on top of my work bench. Then I take the sanding stick, and in small circles, sand off the backing sheet until the part comes off the sheet. This does two things, first it thins down the zimmerit even more to scale and it roughs up the back side for better gluing.

Once the piece is off the sheet, you'll need to trim up the edges just a bit. If it has openings for kit parts, you'll need to open them up as well. This part is very fast and easy to do.

Ok, now you've already test fit it to see how it's going to go and look. Is there any detail on the model that will need to be removed? If so, do it now. For example, those great looking rivets on the lower hull sides will need to go, but not those great bolts on H-19. Once this is done, it's gluing time. For example, in Step 8 glue on H-32/37 to K-2/3 first, then add the zimmerit for H-32/37, next you may add H-10/22 and A-29.

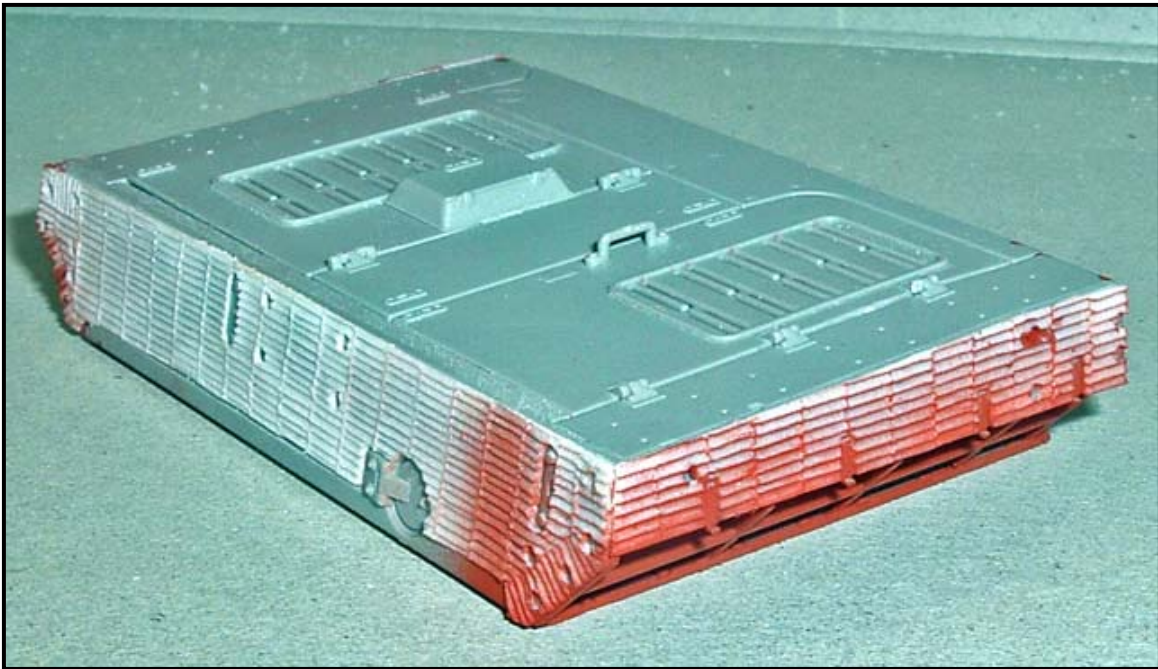


In order for the resin to be attached to the plastic, you'll need to super glue it down. I like using the thin stuff, as it flows better. I buy my super glue Wal-Mart or the Shaw BX, you know the ones 4 tubes for a buck or two? Why buy the expensive stuff? It's only glue. I tried to apply the super glue to the resin then spread it over the backside of the resin then attach the resin to the kit, but the super glue dries very quickly. So you'll need to apply the glue to the plastic and spread it around so that you have a very thin layer of glue and place the resin part on top of this and press down. You will NOT have a lot, if any, working time, so make sure that you position the resin exactly where you want it, then press down. You will not need to apply that much pressure.

After it's glued on look at it, the bright white you see is the resin that has no glue behind it and the grayish resin is glued down. So you might need to add a bit of super glue to the edges in order to seal it. I put some super glue into the bottle cap, then take the toothpick dip it in the glue and place it where you need it.

That piece is almost done, now you'll look at what kit parts might go on top of the resin that you just added as you might have to open up or move some holes, part D-2 (assembly F) is a prime example of this. In step 9, you will attach the shovel (N-1) and the gun cleaning tubes (N-2) to the sides of D-2, after you have attached the resin zimmerit. On my example, the holes in the resin did not match

up to the kit parts, so you might need your drill to “ream out” the holes. I haven’t glued those parts on yet, so we’ll see how they fit.



That’s all there is to it. It takes less time to remove, trim and apply the resin to the kit than it took you to read this article.

This is the first ATAK Zimmerit set that I have ever used, and it’s not bad. But I prefer the Cavalier Zimmerit better as their Zimmerit is already pre-damaged where the ATAK is “factory fresh”. I’m sure that you can add your own “damage”, but the possibility of dorking it up is great. That is my only fault that I see with this set. It does look great under paint though.

So as Mikey used to say, “Try it: you’ll like it”.

Tim Darrah  
AMPS # 2545

## Part 4: StuG IV Group Build Project Notes

Part 4 for the Group Build notes covers steps 5 through 9, or Building Block Number 3. (Refer back to Part 1 of the build notes for the break down of the month-by-month blocks of building steps.)

These notes add to the earlier notes for steps 5 to 9 that are in the first 3 parts, so you should look over all the building notes issued so far to get the total picture. You should also refer to your references for the particular vehicle or production variant that you're building to see which options are best for that model.

### Step 5:

- Previous notes discuss the early, mid- and late variants of the optional idler wheel mounts (sub-assemblies made of parts B8/7, B13/12, H46/50 and A25). Parts B16/17 are the late ones and parts B14/15 are the mid to late ones that replace parts B13/14. For an out of the box (OOTB), the parts B13/14 are correct.

- I added thinned down parts B2/3 so that the idler wheel mount sub-assemblies would fit flush / flat on the rear hull part, sub-assembly "F" in step 2.

- If you're adding Zimmerit, make sure you add it to the rear hull areas before adding the details like the exhaust which could get in your way.

### Step 6:

- A tip from Tim: Use the spare track (parts Q1-3 plus right side "Magic Tracks") to get the spacing correct for the brackets (parts K5-9 or PE parts MA24-27). Also, don't drill out the locating holes on the bottom of part B6 (upper glacis) for the brackets. Just surface glue them around the spare track section. You can use a small piece of tape to hold the track in position so that after the glue dries on the brackets, you can remove the spare track to paint it separately.

- I used the PE spare track brackets (MA24-27) and started with one lower corner bracket (MA29) and the bottom center bracket (MA28) first, again using Tim's suggestion and the spare track section as a spacer. Once the glue set, I added the opposite bottom corner bracket (MA27) next. After the glue for it had set, I added the upper corner bracket (MA26) and the top center bracket (MA25). I added the last corner bracket (MA24) last. I found that the molded-on locator marks for the brackets were essentially correct, but that by using the track as a spacer, I got a better fit than just using the marks. Thanks, Tim!

- Trim the fat locator pins for part B5 off of the bottom of part B6 to get a good fit between B5 and the upper hull edges. Part B5 should fit flat on the hull edges and the locator pins will hold it up at a slight angle.

- Take some extra time to make sure that the suspension bogies all sit flat on the ground. I will add my road wheels later after I paint and finish them. If you are going to do the same, the leaf spring assemblies (parts A21/55) should sit with both ends touching the ground. Look across the road wheel axels from front to rear to see if any are out of alignment and make adjustments before the glue dries.

**NOTE:** Suspension components-out-of-alignment is a major point deduction or judges' fault in both AMPS and IPMS contests. Careful work in these early stages to get everything "plumb, level, and square" will pay dividends on the contest table.

- Don't glue the idler wheel eccentric axels (parts A40) until you're adding the tracks, so that you can adjust the idler wheels to get the track tension where you want it. You will have to spend some extra time sanding the pins on either end of these parts. Mine were significantly "out of round" on both ends and needed a lot of work to get them to fit the idler wheels and mounts.

### **Step 7:**

- Don't add the upper rear hull details (spare tracks Q4 or the tow cables) until you add any Zimmerit you want there. Again, the details will interfere with putting the Zimm on.

- Note that some kit reviews for this model state that the tow cable length given in the instructions is misleading. The 150mm length should be the over all length including the eyelets (parts A20). For my model, I will add one eyelet to the cable, measure the length on the model allowing for the other eyelet, cut the cable, and then add the second eyelet. I've replaced the tow cable hooks (parts A52) with brass wire for strength.

- Previous build notes discuss the air louver optional parts H44/36 or H48/40. I went with the H48/40 option. Refer to your references.

- Clean-up on parts H33/38 (the louvers) is a bit tedious.

- Be sure to pre-paint the undersides of the cooling slots on the engine deck doors (parts H21/22) before you add the PE splinter shields (MA7/8). I also pre-painted the tops of the PE parts where they would show between the slots before I glued them on.

**Note:** Refer to the photos in Tim's Atak Zimmerit article and notice how he's pre-painted the hard to reach areas, like the insides of the air louvers, before assembly. Un-painted plastic showing is another major judges' fault in contests. Some judges will over look this, but many will give the dark corners of your model the "pin light" examination, especially when it comes to making the final cut in 1<sup>st</sup>, 2<sup>nd</sup>, or 3<sup>rd</sup> place. Other areas that judges look into are the insides through the hatches, inside the exhaust stacks, and inside the muzzle break (this last is also a good place to find seams and un-puttied gaps!). Sometimes the difference between who walks away with the first place and who walks away with second is the difference between who painted the inside of their model black and who just left it in bare plastic!

### **Step 8:**

- I will add the tools and other fender details during final assembly to keep from damaging them as I handle the model.

- Previous notes discussed the tool options (early vs. late starter crank handles, early vs. later tail lights, etc). Refer to these and your references.

- Also note that the kit provides plastic wing nuts (parts A56 and A58) which can be used to detail the tool clamps and mounts.

- If you're building a "winter" StuG, you might consider having some, or all, of the louver covers (PE parts MA1-6 and 21) closed. This could also give you some interesting finishing options, like un-camouflaged or primer red areas on the fenders under their normal locations.

- Another tip from Tim: Don't add the fender ends (parts H10/11 and H52/53) until after you add the fenders in step 7.

- If you're going to add wiring to the headlight assembly (parts H54, A54 and A49), the time to drill the holes is before you glue the head light down to the

fender and the fender to the hull. The same goes for adding the wire to the tail light.

- The optional fender front ends (parts K34/35) have already been discussed in earlier notes. I now believe that these optional, curved parts are only correct for the first 30 StuG IV's built in December, 1944. These were built on regular Pz IV Ausf H chassis diverted from the Nibelungen Werke to the Krupp-Gruson Werke. I believe that the standard Krupp-Gruson Werke fender design is the one provided by the un-modified kit parts – the faceted or angled front fender ends. However, refer to your references to make the final call.

- The small spare road wheel stowage box brackets (parts K14) are best glued to the bottom of the box in step 12 and the box will be best glued on when the fighting compartment superstructure is glued down to the lower hull. This assembly sequence will ensure that the spare wheel box will rest on the fender.

### **Step 9:**

- Things get a bit "dicey" here. I'm making some significant modifications in my model, so as of the time that I'm writing this, I haven't actually done any of step 9, even though it's in this month's build block.

- Hopefully, by the meeting on Wednesday, I'll have made some more progress, and I can show you guys what I'm doing and explain why I'm deviating from the building plan.

- My intentions are to assemble the tracks, but have them separate for painting and finishing. I also intend to leave off all of the wheels until I can do some finishing on them. These plans require that I dry-fit / press-fit / or temporarily glue on the suspension components, glue up the tracks and wrap them around the suspension until they dry, then disassemble the entirety for painting later.

- Also, I'm adding an interior to the driving and fighting compartments, so these areas will have to be painted before I do their final assembly.

- For now, I can tell you that each of the track links has two ejector pin marks on their inside faces. Fortunately, these marks "stand proud" of the surface and can be trimmed / scraped off with easily with a new knife blade. This clean-up took me a couple of "happy hours" of mindless repetitive motion while listening to the radio. The worst part of doing it was the crick in my neck when I was done.

- I plan to make long track run sections to fit under the road wheels first. After these dry, I'll glue up the longer runs for the rest of the track and fit them around before they dry to get the sag between the return rollers. I'll make a joint on the top fronts of the drive sprockets that will hopefully allow me to remove the sprockets from the track for painting. All this is tentative, though, until I actually try it. I've got the drive sprockets glued on the hull with Elmer's white glue (PVA) so they will "snap" off after I get the tracks glued up.

- A final note for step 9: The tracks are "handed" left side / right side. If you look carefully, the track pin ends are different on each link. The "rounded" pin heads go to the inboard, and the pin ends with the "hog rings" go to the outboard ends. It might seem counter-intuitive to drive the pins into the links from the inside – out, but that's the way they were. On later Pz IV variants (and the final StuG III's and all Panthers and Tigers), there were "camming" plates on the hull sides just forward of the idler wheels that pushed track pins back into the tracks.

Mike Roof  
AMPS #1632



## **“The Day Room”**

*In the US military, most company-level units have a “day room” in the barracks where the troops hang-out, relax, and BS. When you want to learn the latest in “rumor control,” you swing by the day room and chat-up the Joes and Janes hanging out there. They might not always get it right, but they’re always willing to tell ya just what they think!*

Well, we have some business to take care of this month coming. In addition to placing another order for tee-shirts and sweat shirts, we should really consider getting one member to act as the club treasurer. As I said in the minutes for last month's meeting, our "coffee can" is getting a bit heavy for me to tote around. I think the duties and responsibilities for this position shouldn't be too burdensome, so if anyone is interested in volunteering, let me know. (Or, if you want to volunteer someone else, just make a motion to nominate your buddy at the next meeting!)

On a more "involved" note, I have finalized "negotiations" with the Midlands Chapter of the SCMA for possibly joint-hosting a model contest with them next July. At our meeting on Wednesday, we need to discuss this possibility and come to a decision on whether we want to do this or not. I'm obligated to provide a response back to the SCMA club by the end of the week. They need to know if we're in or out, so that they can move forward with their own show planning.

On Monday, November 01, I attended the SCMA club meeting and locked-in the proposal – who would do what, how and the money. Here are the details of the proposal:

**1. Contest Venue and tentative date:** July 16, 2011 at the gymnasium at the Ball Park Recreation Facility, 432 Ball Park Road, Lexington, SC 29072. This is the same venue that the SCMA folks held their contest in back in September. The venue costs \$100 to rent for the day and we would split that cost 50-50%. So, our share of the venue would be \$50. See the last newsletter for a more detailed description.

**2. Contest "Event Liability" Insurance.** The SCMA guys ran their last contest without any special insurance. It is possible that the town of Lexington has some liability coverage, but even if it does, it most likely would not cover us, too. I have looked into purchasing insurance for a single-day event. Such insurance is readily available (for weddings, parties, fund-raisers, etc), but the cost would be in the \$200 range.

Right now (as I type this on Sunday afternoon), I'm still waiting on a definitive answer from the AMPS national guys on whether AMPS provides event liability insurance to the local chapters, much the same as IMPS / USA does. One answer says "yes," but I don't have an explicit answer back from the AMPS treasurer, Tom Faith or our Regional 2<sup>nd</sup> VP, Chuck Willis. Chuck is trying to track down an answer for us.

For anyone interested in the discussion so far, here's the link to the AMPS' page where I've asked about insurance. As you can see, Rod Bell, another Regional 2<sup>nd</sup> VP has said that AMPS provides such insurance, but, as I said above, I'm still waiting on hearing officially from either the AMPS treasurer, Tom Faith, or our Regional 2<sup>nd</sup> VP, Chuck Willis:

<http://www.amps-armor.org/ampssite/BBS/bbsDetailAll.aspx?forum=5&ID=11709&page=0>

**3. Registration Fees and Processes:** Each club will run separate registrations for the AMPS and SCMA portions of the show. That is, we, AMPS, will charge our own registration fees and have our own registration forms and procedures. Any monies we collect for registration, we will keep. There will be no General Admission fee.

**4. Raffle:** We will run two separate raffles – one "military" and one "automotive." Each club will each solicit for raffle donations, sell their own raffle tickets and keep all of the proceeds for their raffle. This will allow us each to build a raffle that will be attractive to our potential attendees – military for the AMPS and automotive for the SCMA.

**5. Vendors:** Vendor tables will be \$20 each. Right now there is no limit on the number for tables available (i.e. nobody thinks we'll sell all the available space this year). Each club will solicit and sell as many tables as they can or want keeping all of the proceeds.

I would suggest that we offer "free" tables to any of the local or regional model clubs (SCMA, IPMS, AMPS, or Toy Soldier) for club displays and recruitment. This could generate some additional attendee and visitor traffic as well as help promote the event. With enough interest, we could even offer a "best club display" award as an incentive. (I have no idea how we would determine who wins, though!)

**6. Concessions:** The SCMA folks sold concessions at their last show, and it was a nice addition to the show. (The venue location is rather isolated from any other places to eat.) However, participation would require us to "buy in" with food and drink and help in running the kitchen. For right now, the SCMA club will run the concessions and take all the proceeds from its operation. They would be willing to negotiate our participation, though, if we want.

**7. Advertisement / Contest Promotion:** Each club will individually advertise or promote the event within the channels most appropriate to its anticipated attendees. We will develop and "joint" contest flyer to put in the local hobby shops. I'm not worried about "top billing" on this flyer. I'm sure that we'll be able to design something acceptable to both clubs.

**8. Judging and Awards:** Each club will judge the portion of the show that it registers folks for. We will only be judging the armor-related entries that satisfy the AMPS restrictions. We will not be judging the other non-automotive categories and entries (aircraft, ships, sci-fi, etc.). The local IPMS chapter is aware of the contest, and so far, has declined participation. This could change.

We will judge our portion of the show according to the AMPS contest rules:

<http://www.amps-armor.org/ampssite/contestRules.aspx>

This is assuming that we will get enough guys certified at either the Atlanta AMPS show in February or the International show in Fredericksburg, VA in April. We'll need at least two AMPS certified judges to pull this off. If we can't get that many, then we'll use a modified AMPS-style judging as close as possible to the official rules. This is a club internal matter that we can figure out later, just so that everyone's onboard with the general idea that we're using AMPS rules and all that that entails (i.e. a lot of work on show day).

In so far as awards go, each club will present its own awards according to however it breaks down its show categories (classes for the SCMA guys) and its judging rules. I think we can reasonably expect some help from other AMPS chapters if we solicit for donations to purchase awards, and we might even get some model-related business donations, too. However, award costs are entirely within our control to budget. AMPS makes only one award to each "winner" in each category (the highest award level reached) no matter how many models that person enters into that category. (Each model is judged and given a score sheet, though.)

AMPS awards are made in three levels, gold, silver, and bronze in each display skill-level, Junior, Basic, Intermediate, and Advanced (it's unlikely that we'll get any AMPS Masters attending our show, and only Masters judge each others' work). We could probably get by with appropriately designed ribbons for the field awards with "best of" trophies. I would be very surprised if we get 100 or more "armor-only" models entered. The average, as best as I can determine it, for G-S-B type award systems is about 60% of the total models entered "medal." Assuming that each attendee enters an average of two models (but would only be eligible for one physical award even if both models "medal"), this would give us about 30 total, 10 each gold, silver, and bronze, field awards plus 5 or 6 "best of" trophies (modifying the AMPS category structure to anticipate a fairly low

number of total entries). With some flexibility in the design of the field awards (so that they could be used for more than one year), we could further rationalize the awards. This is just a rough estimate, but I believe that our award cost should be affordable and manageable.

Hopefully, everyone can attend the next meeting and voice their thoughts about this issue. If you have any questions or concerns about the idea, don't hesitate to let me know. I'll get you an answer before the meeting if I can.

So, I hope to see everyone at the next meeting. Don't forget to bring your latest completed and works-in-progress projects to share with the rest of us.

Until then, happy modeling!

Mike